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City of Corona

General Plan

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"Men are becoming convinced that the formless growth of the city is neither economical nor satisfactory; and that overcrowding and congestion of traffic paralyze the vital functions of the city. The complicated problems which the great city develops are now seen not to be beyond the control of aroused public sentiment; and practical men of affairs are turning their attention to working out the means whereby the city may be made an efficient instrument for providing all its people with the best possible conditions of living."

The time - 1909; the place - Chicago; D.L. Burnham

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INTRODUCTION

INTRODUCTION

The General Plan provides a broad outline for Corona's physical and economic development. The Plan is:

- A. A definition of Corona's goals and objectives;
- B. A description of the City and its future character; and
- C. A documentation of the processes, policies and programs necessary to bring the City closer to obtaining its goals and objectives.

The Plan identifies an orderly, coherent growth pattern based on the theme that urban development should enhance the City's quality of life, health and safety, choice of life style and mobility for all economic groups. Inherent in this general theme is the provision of a full range of urban services in the urbanizing portions of the City and the management of urban development to minimize the disruption of agricultural resources.

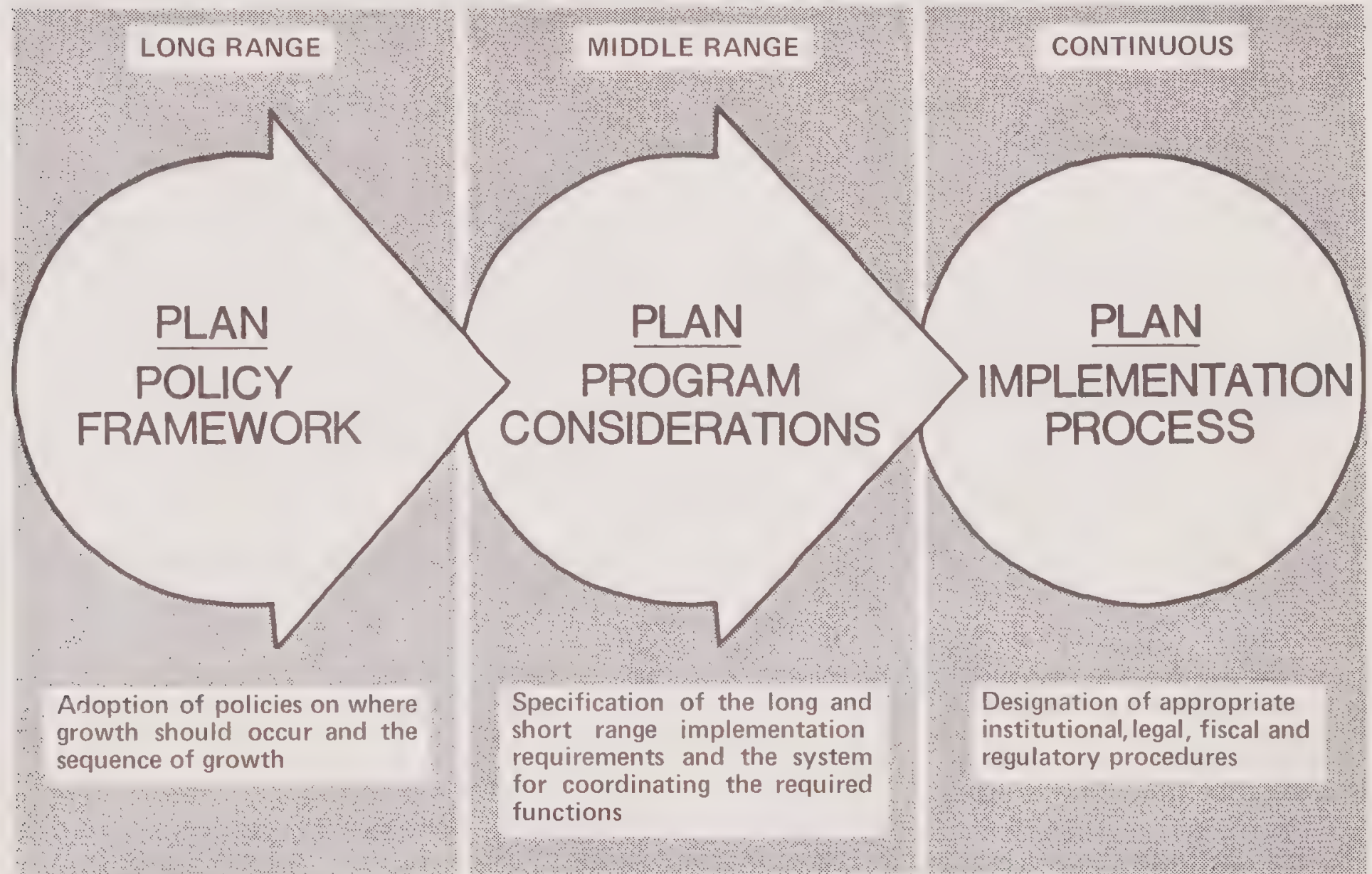
This Plan, like the previous General Plan for Corona describes a broad physical and policy framework reflecting the aspirations of the City. In addition to this, the Plan includes a system for management of the City's resources and development processes that translates the policy framework into program considerations and implementation requirements. The relationship between these three portions of the General Plan is illustrated in Figure 1-1.

Establishment of a direct relationship between the General Plan's policy framework and the more immediate considerations of program and implementation process is a significant portion of the Plan. It is this emphasis which moves the Plan away from a static diagram of the future City and begins to focus on the dynamics of the city building process characterized by timing and sequence, capital investment policy, and the decision making process.

1.1 THE PLANNING CONTEXT

In the past 17 years (1960 to 1977), the City of Corona has grown from a population of 13,336 to a population of 35,458 persons. This represents an average annualized growth rate of approximately 166 percent. This process of rapid transition from an agricultural to a suburban community is, and will continue to be, the major factor influencing the future quality of the City.

FIGURE 1-1
RELATION OF THE POLICY FRAMEWORK TO PROGRAM AND IMPLEMENTATION CONSIDERATIONS



1.2 THE DIMENSIONS OF THE GROWTH ISSUE

In a very general sense growth can be equated to the number of people added to the population. However the implications of growth go beyond the question of "How many people live in Corona?" As illustrated in Figure 1-2 any discussion of growth is, in reality, a discussion of employment, community quality, public services, and environmental factors. This set of complex and intertwined factors are affected by:

- A. Growth Capacity - the size of the City's population.
- B. Growth Rate - how fast the population is increasing - the tempo of growth.
- C. Growth Location - the land use distribution.
- D. Type of Development - the allocation of land for various densities and intensities of use.

In the past, the City's planning efforts have involved decisions regarding land use distribution, density, and, indirectly, population size (growth capacity). This approach to planning disregarded the impact of time and the sequence of development. The results are documented throughout the state and nation as well as locally. They include:

- A. Imbalance of growth between land use types.
- B. Inability to provide public services to match the rate of private development.
- C. Overloading of existing service systems due to rapid growth.
- D. Inability to economize on the provision of municipal services due to lack of lead time to develop sound solutions.
- E. Inability to control leap frog development at the urban fringe.
- F. Destruction of valuable agricultural resources.
- G. Higher land costs due to speculation brought about by rapid growth.

FIGURE 1-2
THE DIMENSIONS OF GROWTH



1.3 DETERMINANTS OF GROWTH AND THE GROWTH OUTLOOK

A. Determinants of Growth

Corona is close to Orange County's major population centers and with its reasonable freeway access the City represents an attractive location for residential development. This has resulted in population growth primarily due to immigration from areas outside Corona. The reasons are:

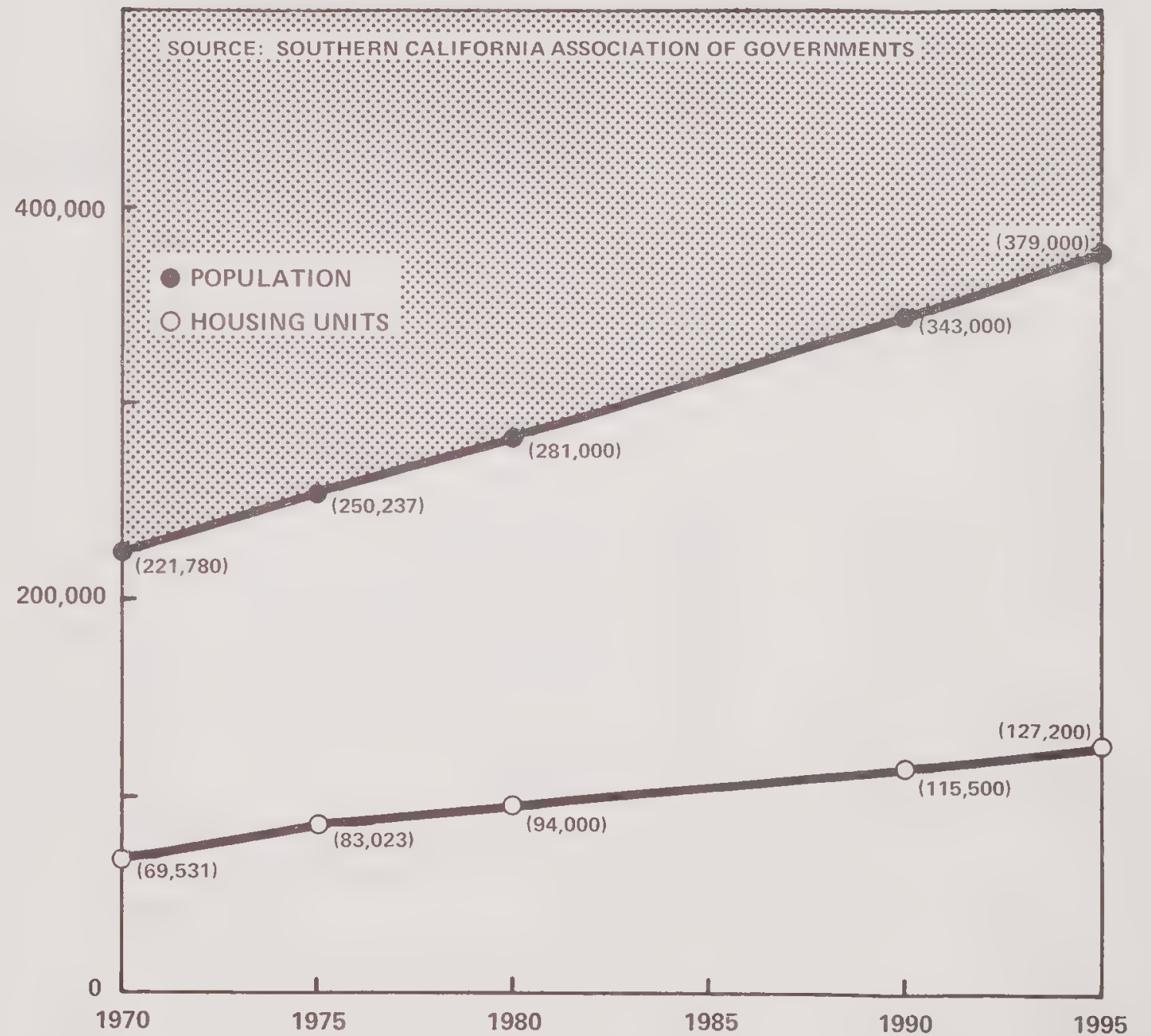
1. Transportation access;
2. Land availability;
3. Land price;
4. Available housing supply; and
5. Proximity to major employment markets.

B. Growth Outlook

Corona is part of a regional economic system and many of the factors which will influence growth in Corona are generated outside of the City. These factors are best viewed through regional population patterns.

The chart on the following page (Figure 1-3) illustrates the growth projections for the Corona area published by the Southern California Association of Governments. These projections indicate that the population in the Riverside-Corona-Norco area will increase by approximately 128,000 between now and 1995. Historically, the City has accommodated approximately 20 percent of the region's population growth on an annual basis. The General Plan realizes and provides for the City's active participation in the regional housing market. At the same time the Plan reflects the City's obligation to residents, both current and expected, to provide the essential urban services.

FIGURE 1-3
POPULATION AND HOUSING FORECAST FOR THE
RIVERSIDE – CORONA – NORCO STATISTICAL AREA



LAND USE

LAND USE GOALS & OBJECTIVES

1. Goals

- To develop a land use pattern which meets the basic needs of Corona residents for essential services, working and living areas, and areas for pursuit of leisure time activities.
- To conserve, protect and enhance natural resources for the benefit and enjoyment of the resident population and the region and guide future development in a direction that maximizes the utility of natural resources.
- To economize on the costs of municipal facilities and services and the extension of these services by phasing residential development in a manner consistent with availability of public improvements.
- To establish municipal control over the development of the City to avoid physical, governmental and fiscal problems generated by premature residential growth.
- To maintain an economic balance among land uses.
- To set standards for municipal services and maintain this quality of service throughout the City.
- To consider the land use requirements and population pressures within the region, state and nation while maintaining standards for essential services.

2. Objectives

- To preserve prime agricultural land from incompatible land uses.
- To develop a land use pattern that enhances agricultural use on prime land and encourage assessment policies that will promote the continuation of agriculture as a productive land use.

- To encourage a cohesive pattern of growth extending outward from the developed sections of the City.
- To encourage upgrading and intensification of use in the Central Business District (CBD) and establish the CBD as the commercial, administrative, financial center of the community.
- To actively promote development of the City's industrial base which meets industrial development standards maintained by the City.
- To insure that developing areas are properly served with essential services, utilities and facilities.
- To encourage and promote flexibility and individuality in development.
- To encourage the grouping of convenience and service facilities into integrated centers providing a full range of goods and services properly related to the neighborhoods served.
- To develop special areas for establishment of highway-related uses.
- To protect development that may occur in areas sensitive to development due to hillside character, geologic hazard or flood hazard.
- To phase development in relation to City service availability.
- To evaluate the impact of development on the City's ability to provide services and its fiscal position.
- To evaluate the impact of development decisions of other jurisdictions serving the City's citizens.
- To phase the extension of public services to promote an orderly pattern of development.
- To distribute the cost of new public facilities and services to those generating the needs for additional municipal services.

LAND USE

The Land Use Element designates the proposed general distribution, location and extent of land for residential, commercial, industrial, and agricultural uses, natural resources, recreation and enjoyment of scenic beauty, education, public buildings, waste treatment facilities and other public and private uses. In addition, the Land Use Element includes a statement of population and building densities and it identifies areas covered by the Plan that are subject to flooding.

The Land Use Element contains three components. These are:

- A. The Land Use Distribution Plan indicating the pattern, location and amount of land that will be devoted to the various land uses.
- B. The Development Phasing Program indicating the sequential staging of areas available for residential development to maintain compact urban form minimizing incremental costs associated with the efficient expansion of services and maintaining agricultural uses.
- C. The Implementation Program indicating the adopted mixture of policy positions and action programs required to implement the Plan.

The development of the three components of the Land Use Element is based on goals and objectives of the Corona General Plan. Stated in summary form, these are:

- A. Preservation of prime agricultural land from incompatible uses.
- B. Development of a cohesive growth pattern extending outward from the developed sections of the City.
- C. Upgrading the CBD as the commercial, administrative and financial center of the community, and development of specialized commercial areas for convenience shopping and highway commercial uses.

2.1 THE LAND USE DISTRIBUTION PLAN

The land use distribution pattern for the City and the Sphere of Influence is shown in the following figure (Figure 2-1). The major features in the Land Use Distribution Plan are described below.



GENERAL PLAN FIGURE 2-1 **Land Use**

- Residential**
LOW DENSITY 0-8 d.u./acre
MEDIUM DENSITY 6-15 d.u./acre
HIGH DENSITY 15-36 d.u./acre
- Commercial**
CENTRAL BUSINESS DISTRICT
GENERAL/COMMUNITY
- Industrial**
GENERAL INDUSTRY
LIGHT INDUSTRY

- Agriculture/
Rural Residential**
- Parks & Open Space**
- Flood Control Basin**
- Slope Management Area**
- Geologic Hazard
Management Area**

- Circulation**
FREEWAY
MAJOR
SECONDARY
COLLECTOR
- Public & Institutional**
(E) ELEMENTARY SCHOOL
(J) JUNIOR HIGH SCHOOL
(H) HIGH SCHOOL
(U) UTILITIES/PUBLIC FACILITY
(F) FIRE STATION
(O) HOSPITAL
(A) AIRPORT
(CC) CIVIC CENTER
(PS) PROPOSED SCHOOL
(P) POST OFFICE
(L) LIBRARY

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A. Land Management Areas

Not all the land within the City and the Sphere of Influence is suitable for residential development. The Plan guides growth and development away from areas that are sensitive to development and directs development to areas that have the potential to sustain growth.

The Land Use Distribution Plan includes a substantial amount of land where development should be carefully controlled. These areas are indicated as Land Management Areas. They include portions of the Planning Area with vertical slopes over 25 percent; the 100-year flood plain, the Prado Basin and areas included in the Seismic Safety Element's recommended Hazard Management Zone.

The General Plan utilizes controls of a permanent nature to regulate development in the identified Land Management Areas. The characteristics of these areas and the recommended control mechanisms include:

1. Slope Management Areas: Residential development in areas with steep slopes in excess of 25 percent shall be limited to low density residential development and, based on individual circumstances, custom home sites. Where slopes above 25 percent are evident, development difficulties often include provision of proper access, utility service and site improvements.

Areas with slopes over 25 percent are recommended for permanent land use controls with a maximum residential density of 1.0 dwelling unit per acre. Development in these areas shall, where possible, retain the natural skyline, ridges, drainage courses and natural outcrops. All significant development shall be subject to Environmental Impact Review procedures and Hillside Zoning Regulations.



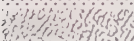
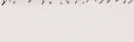
2. Flood Hazard Management Areas: Flood hazard areas are designated in Figure 2-2. These areas include the Prado Basin and the area within the Federal Insurance Administration Flood Hazard Boundary. Within the Prado Basin, development is regulated by the U.S. Army Corps of Engineers. Proposed uses include natural open space, public park and other recreational uses, agriculture, and other public uses.

Areas included in the Flood Hazard Boundary (100-year flood plain) are designated for permanent control by means of a Flood Plain Overlay Zone which allows development of the underlying land use only after specific property development standards have been satisfied.



GENERAL PLAN FIGURE 2-2

Land Management Areas

-  SLOPE MANAGEMENT AREAS
-  FLOOD HAZARD MANAGEMENT AREAS
-  GEOLOGIC HAZARD MANAGEMENT AREAS
-  PRADO FLOOD CONTROL BASIN

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3. **Geologic Hazard Management Areas:** Geologic hazards include the fault zone of the Chino Fault and portions of the Prado Basin that may be subject to liquefaction in the event of seismic activity. The policy approach to areas with potential geologic hazards is similar to that utilized for areas within the Flood Hazard Management Areas. It includes use of a Hazard Management Overlay Zone to indicate areas where geologic hazards may exist that require geologic evaluation prior to development approval. These areas are shown in Figure 2-2.

Evaluation in these areas should be included in a required Environmental Impact Review prior to development, and, as appropriate, mitigation measures should require adequate building setbacks from identified faults and other controls that may be required to reduce any potential hazard.

Land Management Areas are summarized in Table 2-1.

Table 2-1: Land Management Areas Influenced by Permanent Development Controls

<u>Land Management Features</u>	<u>Acres</u>	<u>Control Mechanism</u>
Steep slopes	810	Hillside zoning
Flood hazards*	2,770	Flood Plain overlay zone
Geologic hazard	850	Environmental Review/Hazard overlay zone
*100-year Flood Plain and Prado Basin within the Corona Corporate Limits.		

B. Agricultural Areas

Areas in the Land Use Distribution Plan designated for agricultural use include citrus and avocado ranches south of Ontario Avenue. Soil in this area is classified by the Government Code as prime agricultural land.* Currently there are an approximate 4,385

* Prime Agricultural Land is defined in the California Government Code Section 51201 as Class I and Class II land in the Soil Conservation Service land use capability classification.

acres of agriculture in this area and 22 percent is included in Williamson Act preserves. Maximum density for homesites in the agricultural area is one unit per five acres.

C. Open Space Areas

Open space includes park land and privately maintained open space not designated in the above land use classification.

D. Public and Institutional Facilities

Public facilities include the civic center area, existing schools and proposed school sites, hospital sites, Corona Municipal Airport and other public service and institutional facilities in the Planning Area. Public facilities are not shown on the General Plan for land that is beyond the limits of the urban area with the exception of a previously acquired school site on Buena Vista.

E. Industrial Development

Industrial development includes a major portion of the City north of the Riverside Freeway and areas within the City and the Sphere of Influence adjacent to the route of Freeway I-15. Two types of industrial areas are indicated. These are Light Industrial and General Industrial areas.

The Light Industrial areas are located to provide sites for industrial activities including industrial parks, research, development, assembly, distribution, and related service uses. These areas will be developed in accordance with property development standards requiring regulated site coverage, quality landscaping, screening of open storage, setbacks, controlled signing, and high-quality industrial structures.

General industrial areas are designed to accommodate uses which, due to operational factors, may have negative impacts on adjacent areas due to noise level, smoke, dust, air pollution, glare, heat, vibration or other conditions. Like the Planned Industrial areas these areas will be developed in accordance with City property development standards.

F. Commercial

Commercial activity within the Planning Area is concentrated into the Central Business District, Neighborhood Centers, Office Professional Areas, Freeway Commercial and General Commercial areas. The generalized functions and characteristics of these areas include:

1. The Central Business District/Office Professional Area: The area is proposed to remain the central feature in the City's development pattern. Land use features include the Corona Mall with its pedestrian-oriented retail activities, surrounding professional offices and related commercial service establishments.
2. Neighborhood Centers: Neighborhood Centers are designated to provide convenience shopping for residents in the immediate vicinity including personal services, super-markets, drug stores and related establishments.
3. Office Professional Areas: Office Professional areas include activities such as law, insurance, medical, dental, engineering and financial offices. Locations include the Central Business District and areas adjacent to Circle City Hospital. These areas are not shown as a distinct land use. They may include separate garden office structures or they may be included in retail shopping areas as ground floor uses and/or second story tenants in a commercial area.
4. Freeway Commercial Areas: Areas designated for Freeway Commercial use provide for retail and service functions directly related to the freeway user. Services may include uses such as service stations, motor hotels, restaurants, rest stops, and other facilities oriented to freeway use.
5. General Commercial Areas: General Commercial areas include land allocations for automotive related uses, commercial services and other commercial establishments within the City. Major areas include portions of Main Street, Sixth Street, Ontario Avenue, and Magnolia Avenue.

G. Residential Areas

Residential land use in the Planning Area includes development at three general densities. The density classifications are:

1. Low Density Residential: Development within this range includes traditional single-family units, large lot subdivisions, and Planned Unit Developments with overall densities below six units per net acre.
2. Medium Density Residential: Development will include duplexes, triplexes, town-houses and other types of cluster development at densities ranging from 6 to 15 units per net residential acre.

3. High Density Residential: Development in areas designated for High Density Residential uses will permit apartment complexes at a maximum density of 36 units per net acre. Generally, development will include a mixture of walk-up apartments, attached town-houses and other residential uses integrated with outdoor living areas.

2.2 LAND USE DISTRIBUTION SUMMARY

The following table includes a summary of proposed land use allocations based on the General Plan.

Table 2-2: Land Use Allocation*

<u>Use Designation</u>	<u>Acres</u>	<u>% of Total</u>	
Residential (Low Density)	3,734	20.7	
Residential (Medium Density)	46	.3	
Residential (High Density)	840	5.5	
Total Residential			30.2
Commercial	640	4.2	
Commercial CBD	30	.2	
Total Commercial			4.4
Industrial (General)	1,320	8.6	
Industrial (Light)	1,322	8.6	
Total Industrial			17.2
Public Facilities			1.5
Agriculture			29.8
Open Space			2.9
Flood Control Basin			6.0
Slope Management Areas			5.3
Freeway			2.7
TOTAL			100.0

*Within the Corona Corporate Limits.

2.3 DEVELOPMENT PHASING

The phasing program included in the General Plan Land Use Element relates the growth anticipated within the City to the General Plan's goals and objectives. The program includes two distinct controls. These regulate the rate and location of residential growth and include:

- A. Regulation of the Growth Rate (the amount of growth occurring in a given time period). This control is incorporated into the Land Use Element Implementation Program. It includes those portions of the implementation program that will relate residential development to the City's ability to efficiently provide necessary services.
- B. Regulation of Growth Sequence and Location (encouraging growth in areas capable of supporting development by reason of service availability). This aspect of development phasing is incorporated into the Phasing Overlay to the Land Use Map.

The Phasing Overlay sequentially stages areas available for residential development. The program is based on the following:

- A. The need to discourage premature and unnecessary conversion of prime agricultural land to urban uses.
- B. The need to guide development to areas where improvements are master planned and discourage development in areas where improvements are not scheduled.
- C. The need to discourage a sprawling development pattern with adverse impacts on facility costs.
- D. The need to retain productive agriculture as a portion of the City's (and the State's) economic base.
- E. The need to encourage development in proximity to existing public facilities.

2.4 RELATION OF THE PHASING OVERLAY TO GENERAL PLAN GOALS AND OBJECTIVES

The Phasing Overlay meets Plan objectives stated in the Housing, Land Use and Open Space Elements. The objectives are oriented toward the maintenance of an economic balance among land uses, the creation of a development pattern that can be efficiently served with municipal facilities, the encouragement of a cohesive development pattern and the preservation of prime agricultural land. The Phasing Overlay translates these objectives into a physical pattern.

2.5 CONTROLS WITH A TEMPORARY DURATION

Controls with a temporary duration are utilized where development will be phased throughout the planning period. These controls vary for different areas of the City depending on land use, service availability and environmental conditions. The Phasing Overlay indicates growth will occur in logically defined increments which will be adjusted to the City's capacity to accommodate residential development. The program incorporates two stages of phased residential development. The stages or Development Areas are illustrated in Figure 2-3. They include:

- A. Development Area 1 - This area includes the older, developed portions of the City where public facilities exist or will be extended prior to development. The land use concept for Development Area 1 indicates this area will remain as the area of most intense residential development. Within Development Area 1, land use, circulation and facility programs are generally established with the exception of the portion designated 1b.

In Development Area 1b, plans for the extension of public facilities have yet to be developed or are recommended subsequent to the first capital programming period (1976-1980). Thus, any immediate development in Area 1b will be a function of the developer providing the necessary facilities.

- B. Development Area 2 - This area includes the portions of the City south of Ontario Avenue. In this area the immediate development intensity will be limited to 5-acre citrus ranches and other uses compatible with agricultural operations. A distinction is made between the portions of Area 2 which are within Water Pressure Zone 4 and the portions of Area 2 within Water Pressure Zone 5. This is due to current problems the City would have supplying domestic water within Pressure Zone 5. Portions of Area 2 which lie in Pressure Zone 5 are designated Area 2b. This area can be developed consistent with the Land Use Distribution Plan. However, the development will be a function of the developer providing the necessary facilities.

Within the two Development Areas, development will be sequenced to encourage residential growth in Area 1 prior to development in the remaining area. Phasing of development within the areas is illustrated in Figure 2-3. The phasing program supports neither the extreme of unrestrained growth nor the cessation of growth. Rather than either of these approaches the Phasing Overlay provides for the extension of residential growth outward from the existing development portions of the City in a pattern that will minimize incremental costs and contribute to implementation of the City's agricultural land use objectives.

While the phasing program represents the adopted approach to the sequence of residential growth, two special cases will need individual and/or annual evaluation. These are;



GENERAL PLAN FIGURE 2-3

Phasing Overlay

O DEVELOPMENT AREA

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- A. The limits to growth created by facility overload conditions. Current problems with facilities may limit development in any of the Areas until solutions can be implemented.
- B. Development in Development Area 1b may be advanced by supplying the necessary facilities to service a project. For example, a parcel in Area 1b could be advanced to Area 1a if facilities and services are available or will be provided by a developer and a finding is made that the development is consistent with the objectives of the General Plan.

2.6 IMPLEMENTATION PROGRAM

The Implementation Program describes the tools, techniques and strategies the City will use to achieve the goals and objectives of the Plan. It will be necessary to use a mix of tools and techniques to achieve Plan objectives in an equitable and cost effective manner. The program included in this section of the Plan is designed to work as a system to implement the City's staged goals and objectives.

2.7 ELEMENTS OF THE IMPLEMENTATION PROGRAM

The Implementation Program integrates a series of individual legislative and administrative techniques into a system that will guide the direction of Corona's growth. The program consists of the following:

- A. Physical phasing of residential development areas through the Phasing Overlay included in the Land Use Element;
- B. Timing and sequential development controls;
- C. Coordination of development proposals with other jurisdictions to insure adequate facility capacity.
- D. Specific Area plans for urban intrusion into the southern agricultural area;
- E. Development of a Capital Improvement Program to support areas that will be available for development in the available Development Area; and
- F. Development of an Agricultural Preservation Program.

Figure 2-4 illustrates the relationships between Plan objectives and regulatory actions that make up the implementation process. Through this process, general policy statements are translated into specific applications of policy, first to specific subareas of the City, and eventually to development on individual parcels. This process relates to both urbanized and non-urbanizing areas.

2.8 TECHNIQUE DISCUSSION

The following describes the techniques to be used in implementing the Plan.

A. Physical Phasing of Residential Development

The Land Use Element incorporates a Phasing Overlay based on the General Plan's statement of Goals and Objectives. The Phasing Overlay is a part of the Land Use Plan. Zone changes, capital investments and subdivision approvals must be consistent with the Phasing Overlay. Thus, the Phasing Overlay represents a major implementation technique designed to prevent leapfrog development, premature extensions of public facilities, and development intrusion into prime agricultural areas.

B. Timing Controls

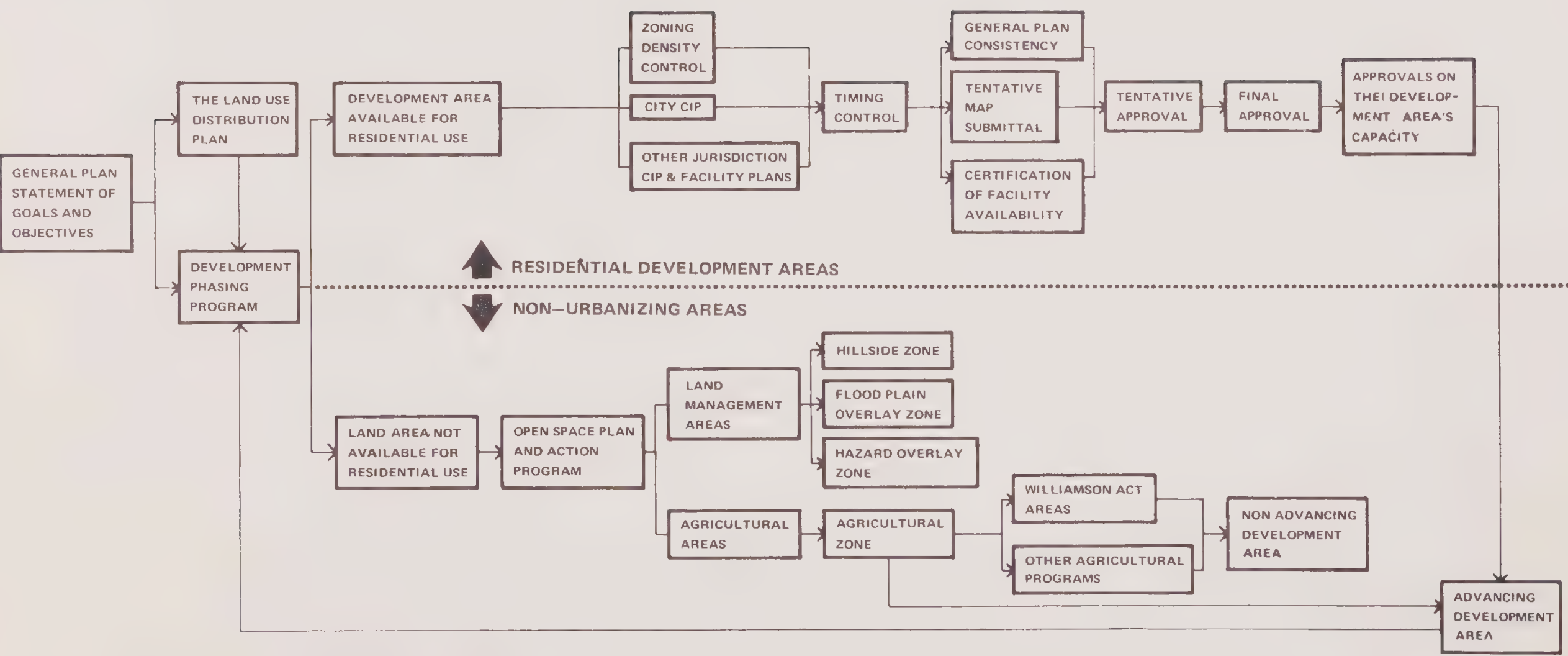
The Phasing Overlay moves the City away from the one dimensional planning approach included in land use maps and zoning ordinances. The overlay channels residential growth into areas that will be capable of accommodating development in terms of municipal services requirements.

The second aspect of the implementation program adds time coordination to the Phasing Overlay. The timing control will regulate the development of land within the available Development Area. The timing controls will relate proposed development to the availability of police, fire, water, storm drain, wastewater, park, access, and recreation facilities and coordinate the timing of development with the City's ability to provide the necessary services in each of these areas. These controls are included in the Residential Pre Qualification Evaluation.

C. Coordination of Development Proposals with Other Jurisdictions To Insure Adequate Facility Capacity

The City is only one of the jurisdictions which provides the services to accommodate development. Implementation of the general planning goals and objectives will require

FIGURE 2-4
CORONA GENERAL PLAN
IMPLEMENTATION STRATEGY



formalization of administrative mechanisms to coordinate development with other public bodies. The recommended method for this coordination is a "District Sign Off or Certification Sheet" that will indicate the adequacy of school operating capacity and other public services prior to City Council approval of a final tract map.

This process is designed to complement the timing controls by analyzing all major public services systems as facility adequacy is determined. Districts include, but are not limited to:

- Corona-Norco Unified School District;
- Santa Ana Regional Water Quality Control Board;
- County of Riverside;
- Western Municipal Water District;
- More localized special districts involved in service provision and facility extension;
- U.S. Army Corps of Engineers;
- State of California Department of Transportation;
- Southern California Association of Governments;
- Air Quality Management District; and
- Other environmental review agencies.

D. Specific Area Plans

Specific area plans are a key element to implementation of the General Plan and of the growth management program. The purpose of these specific area plans is to limit further urban residential intrusions into Development Area 2. Reliance on Specific Area Plans as an implementation technique is based on several factors. First, specific area plans can apply to particular areas of a city and thus can address unique or special characteristics of an area. Second, specific area plans are more detailed than General Plans and as such are able to address issues and features of an area at a finer level of specificity than the General Plan. Thus, specific area plans are particularly appropriate to areas which, due to unique conditions, require detailed regulations, conditions and programs to guide future use and development.

Specific Area Plans have been prepared for the following developments:

1. Main/Garretson Specific Area Plan
2. Taylor Avenue Specific Area Plan
3. Chase Drive Specific Area Plan
4. Cherokee Road Specific Area Plan
5. Southeast Corona Specific Area Plan
6. Crown Ranch Specific Area Plan

The general locations of each specific area plan are shown in Figure 2-5, and the Specific Area Plans A-F are included as Figures 2-6 through 2-11.

E. Capital Improvement Program

The Capital Investment and Improvement Programs of the City and other jurisdictions providing services and facilities in the area, must operate in parallel with Plan policies and with other implementation techniques. Timing controls, discussed under Item B, relate private development permission to availability of public facilities and services. Availability of these public facilities becomes a major controlling force in development phasing.

Capital programming time frames provide the rough outline for planning time frames and through knowledge of city facility requirements the most effective use of public resources can be achieved. To support the Phasing Overlay the recommended capital improvement program shall incorporate those facilities the City will make available in Development Area 1.

F. Open Space and Agricultural Preservation

Many of the techniques described above are usable as means of preserving open space. Lands or development rights may be purchased with public funds (local and non-local) and, where possible, with private funds. They may be secured through deed or gift. In some cases, dedication or reservation of lands, or payment of equivalent fees for purchase, may be required as part of the subdivision process.



FIGURE 2-5

CORONA GROWTH MANAGEMENT & GENERAL PLAN REVISION PROGRAM

SPECIFIC AREA PLANS – LOCATION MAP

LEGEND

- | | |
|----------------|---------------|
| — FREEWAY | ○ INTERCHANGE |
| — MAJOR | |
| --- SECONDARY | |
| COLLECTOR | |
| - - - RAILROAD | |
| * AIRPORT | |

WILSEY & HAM

↑ north

0 1000 2000 FEET



LEGEND

- Agriculture/Rural Residential (1 DU/5 Acres)
- Residential (1 DU/Acre)
- Residential: (2-3 DU/Acre)
- Commercial
- Institutional
- Public
- Circulation
- Major
- Secondary
- Collector

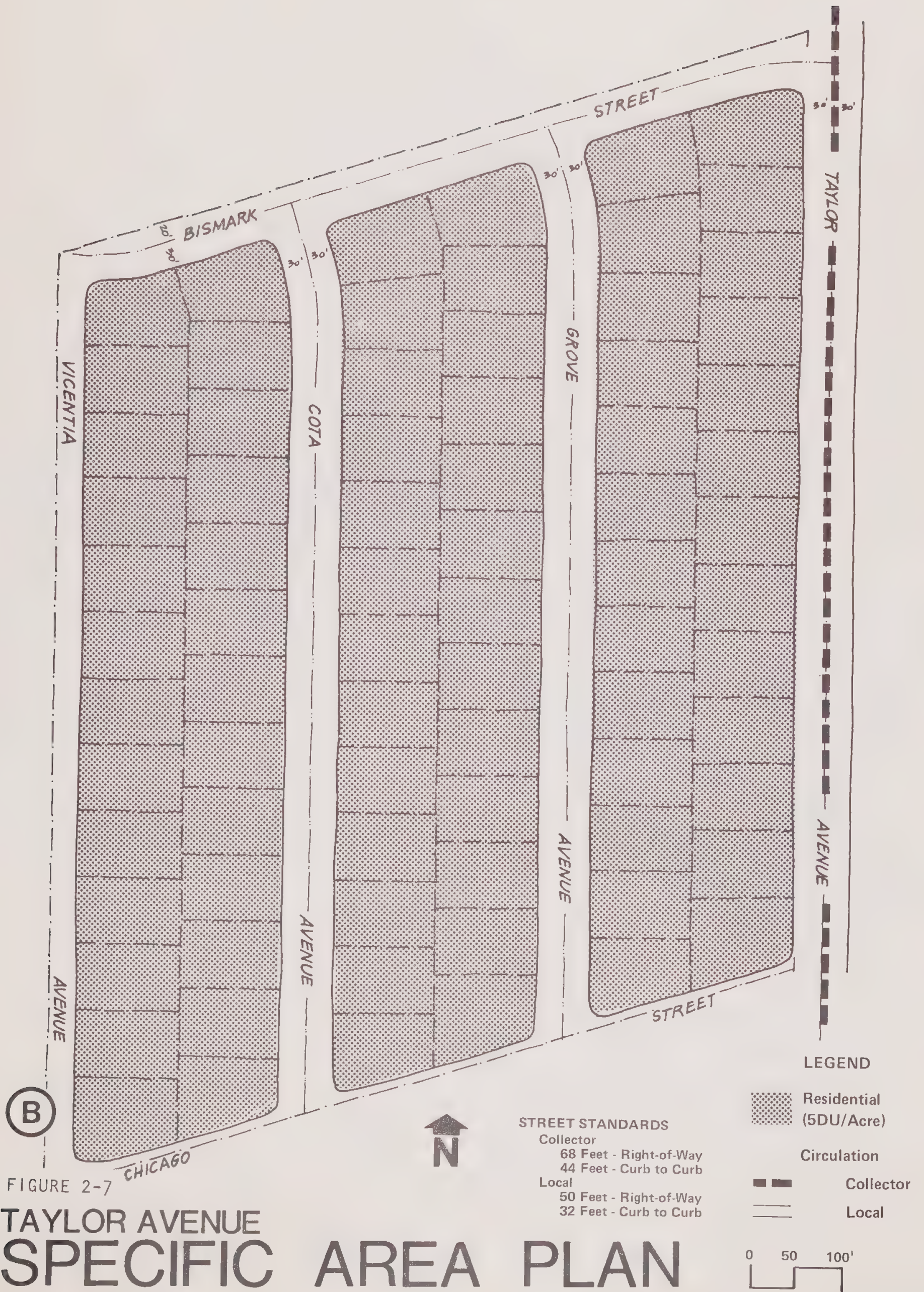
STREET STANDARDS

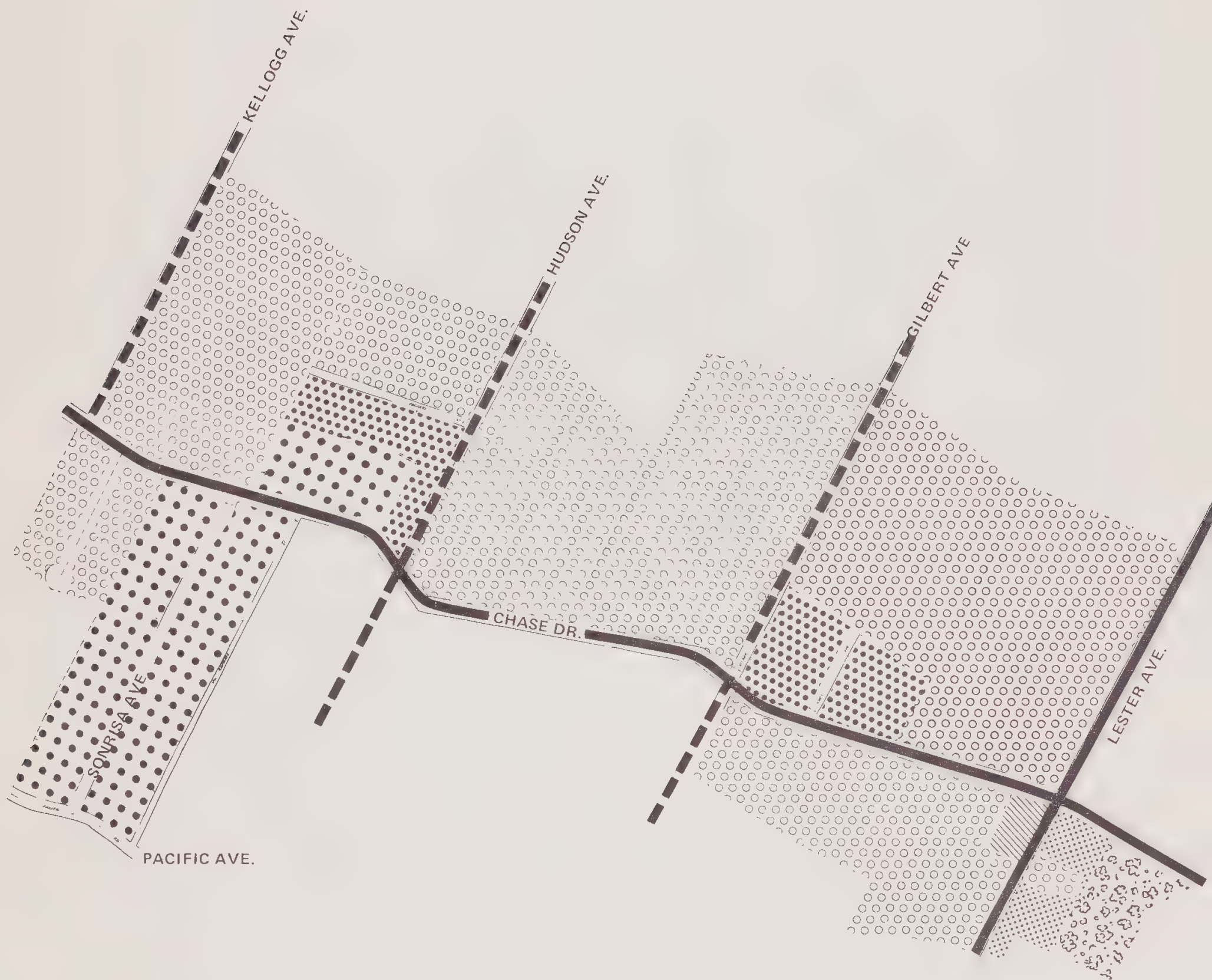
- Major
 - 100 Feet - Right-of-Way
 - 80-82 Feet - Curb to Curb
- Secondary
 - 88 Feet - Right-of-Way
 - 68 Feet - Curb to Curb
- Collector
 - 68 Feet - Right-of-Way
 - 44 Feet - Curb to Curb

0 100 200'

FIGURE 2-6

MAIN/GARRETSON SPECIFIC AREA PLAN







LEGEND

-  Agriculture/Rural Residential (1 DU/5 Acres)
-  Residential (1 DU/Acre)
-  Residential: (2-3 DU/Acre)
-  Residential (5-6 DU/Acre)
-  Commercial
-  Public

Circulation

-  Secondary
-  Collector

STREET STANDARDS

- Secondary
 - 88 Feet - Right-of-Way
 - 68 Feet - Curb to Curb
- Collector
 - 68 Feet - Right-of-Way
 - 44 Feet - Curb to Curb

©

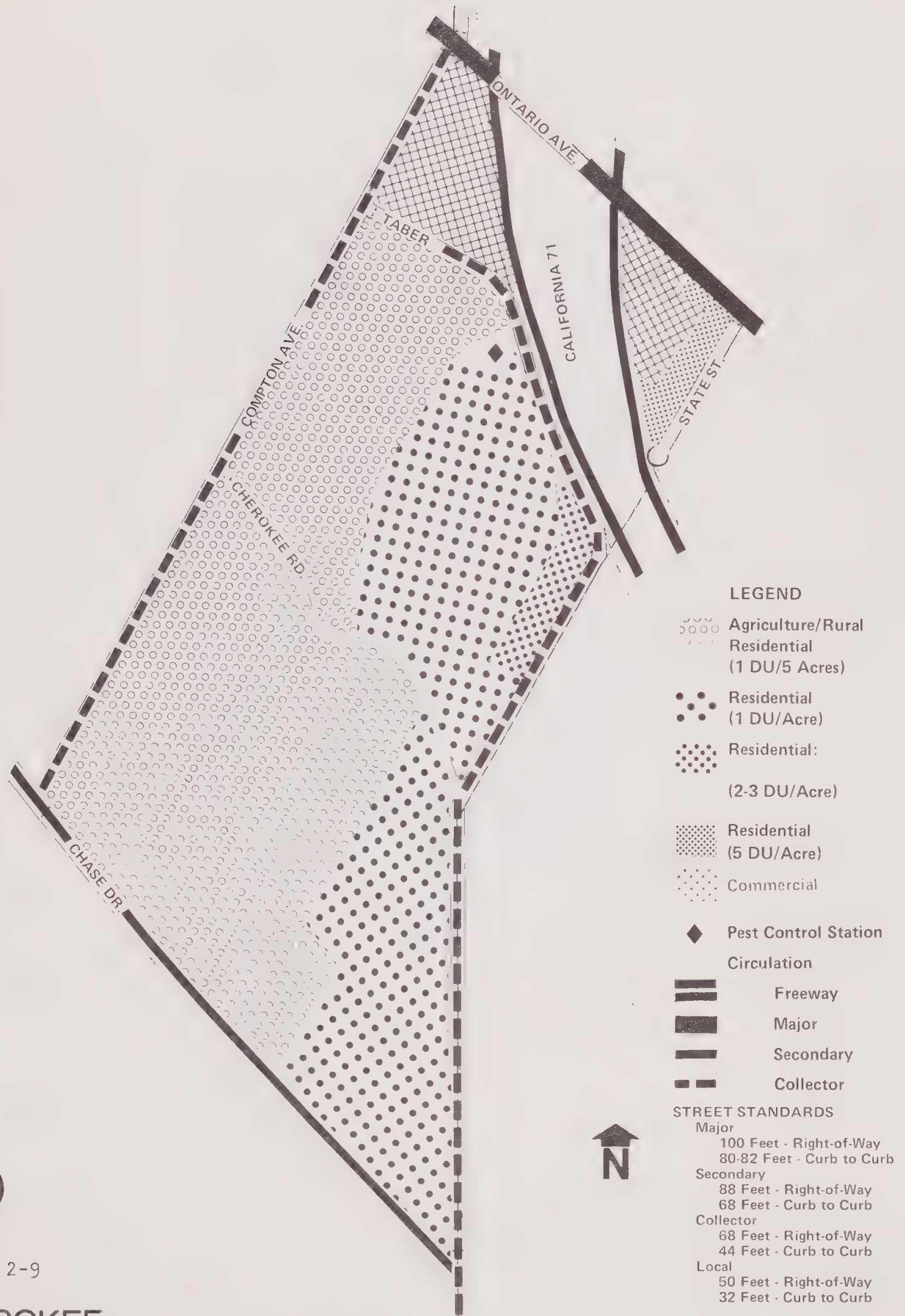
FIGURE 2-8

CHASE DRIVE SPECIFIC AREA PLAN

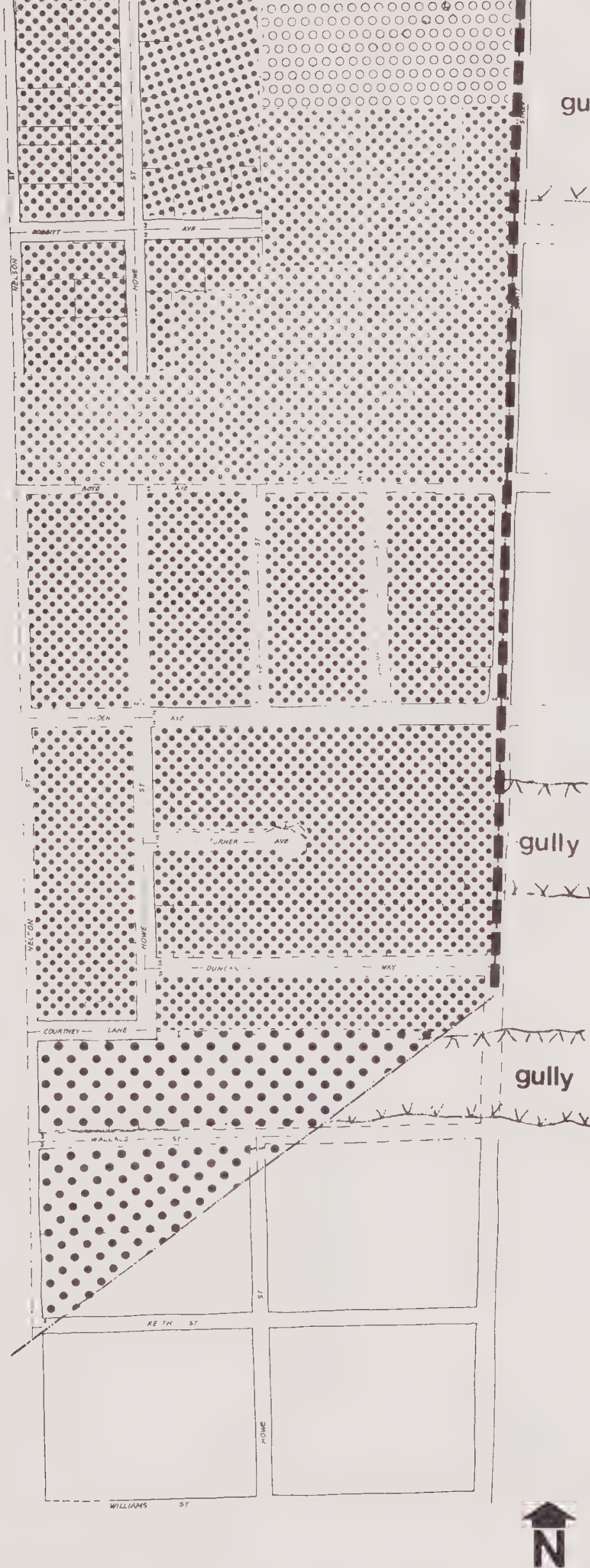
D

FIGURE 2-9

CHEROKEE SPECIFIC AREA PLAN



0 100 200'



LEGEND

- Agriculture/Rural
Residential
(1 DU/5 Acres)
- Residential
(1 DU/Acre)
- Residential:
(2-3 DU/Acre)
- Open Space/Agriculture
Circulation
- Collector
- Local

STREET STANDARDS

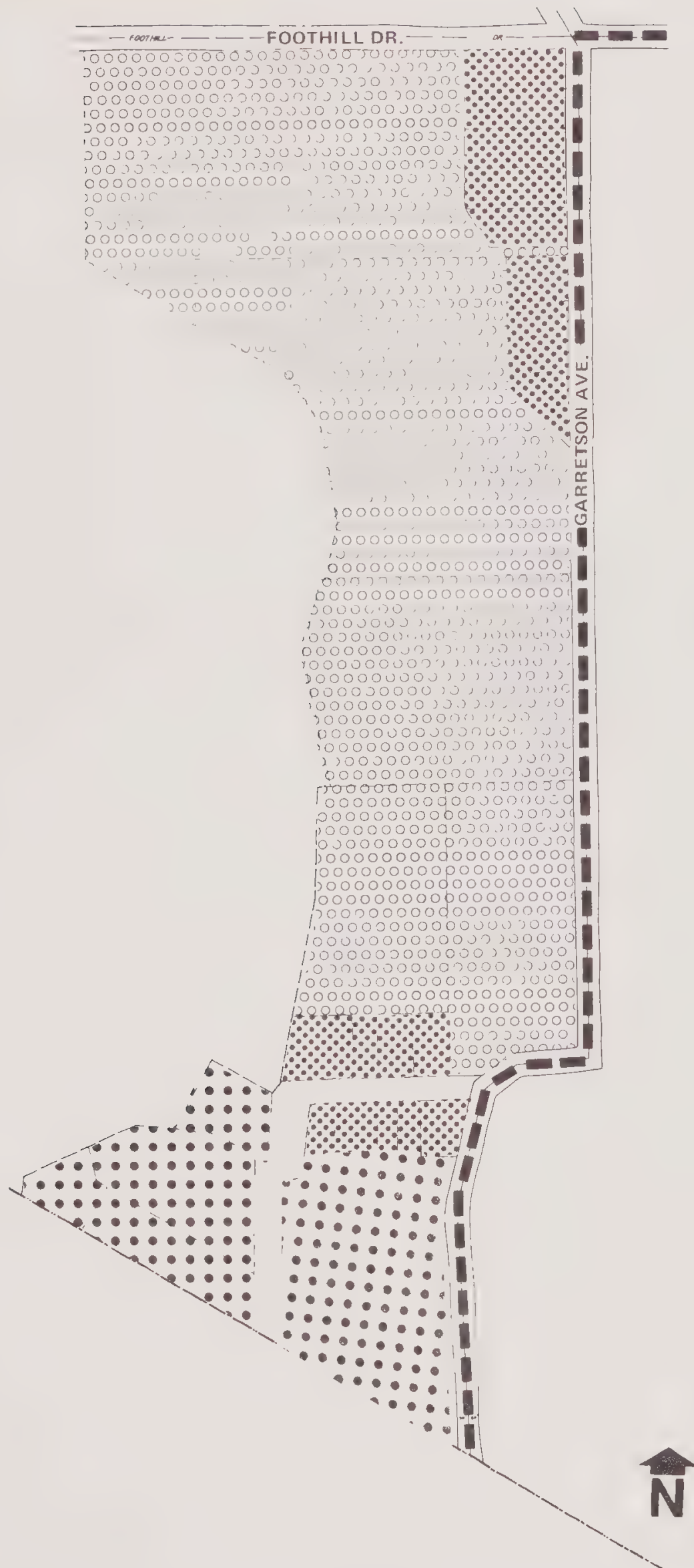
- Collector
68 Feet - Right-of-Way
44 Feet - Curb to Curb
- Local
50 Feet - Right-of-Way
32 Feet - Curb to Curb

(E)

FIGURE 2-10

SOUTHEAST CORONA SPECIFIC AREA PLAN





LEGEND

○ ○ ○ ○ Agriculture/Rural
 ○ ○ ○ ○ Residential
 (1 DU/5 Acres)

● ● ● ● Residential
 (1 DU/Acre)

● ● ● ● Residential:
 (2-3 DU/Acre)

Circulation

— — — Collector
 — — — Local

STREET STANDARDS

Collector
 68 Feet - Right-of-Way
 44 Feet - Curb to Curb
 Local
 50 Feet - Right-of-Way
 32 Feet - Curb to Curb

0 100 200'

(F)

FIGURE 2-11

GARRETSON/FOOTHILL (CROWN RANCH) SPECIFIC AREA PLAN

The subject of agricultural preservation presents different and more difficult issues. In addition to the Williamson Act, other implementation techniques and strategies are available. They may include:

1. Public agency purchase followed by either lease back or sale back to original owners and operators.
2. Cooperation in addressing the increasing costs of grove operation to the extent feasible.
3. Purchase of rights to uses other than agricultural, so called development rights purchase.
4. Supportive land use and development policies in the balance of the City, that reduce development pressure on agricultural lands. and reduce intrusion by residents of neighboring urban lands.

CIRCULATION

CIRCULATION GOALS AND OBJECTIVES

1. Goals

- To provide a safe and efficient system for movement of people and goods in the City of Corona through City actions and coordination of all agencies involved in development of circulation facilities in the Corona area.
- To increase the mobility of residents through development of an adequate and balanced transportation system that includes automotive and non-automotive transportation considerations.

2. Objectives

- To require new developments to provide adequate right-of-way widths for future needs as well as current travel demands.
- To develop an integrated circulation system to accommodate local and inter-city needs.
- To plan a circulation system that supports a cohesive development pattern that will minimize trip lengths and reduce harmful impacts of automotive use.
- To support development of non-automotive transportation.

CIRCULATION

The Circulation Element establishes goals, objectives and principles for the development of the major circulation systems in the City of Corona and the Sphere of Influence. These include freeways, major, secondary and collector streets, airport facilities and related facilities which provide for the movement of people and goods into, around and through the City and the surrounding area.

3.1 COMPONENTS OF THE CIRCULATION SYSTEM

In Corona the circulation system includes a network of air, rail and automotive related movement systems. Figure 3-1 illustrates each component in the system. These are:

A. Airports

The City of Corona operates the Corona Municipal Airport located in the northwestern portion of the City. The facility serves the City and surrounding area's need for business, agricultural, instructional and recreational flying. Additional air facilities serving the City include the Riverside Municipal Airport, Ontario International Airport and Orange County Airport.

The Circulation Element provides for continued operation of the Corona Municipal Airport in relation to the needs of fixed base operators and requirements of the surrounding service area.

B. Rail

Freight service is provided to the City by the AT&SF. There are no provisions for direct passenger service in Corona.

3.2 GENERAL DEVELOPMENT STANDARDS

Development standards for Major and Secondary Highways and Collector Streets are illustrated in Figure 3-2. They include:



GENERAL PLAN FIGURE 3-1

Circulation

////// FREEWAY
—— MAJOR
—— SECONDARY
—— COLLECTOR

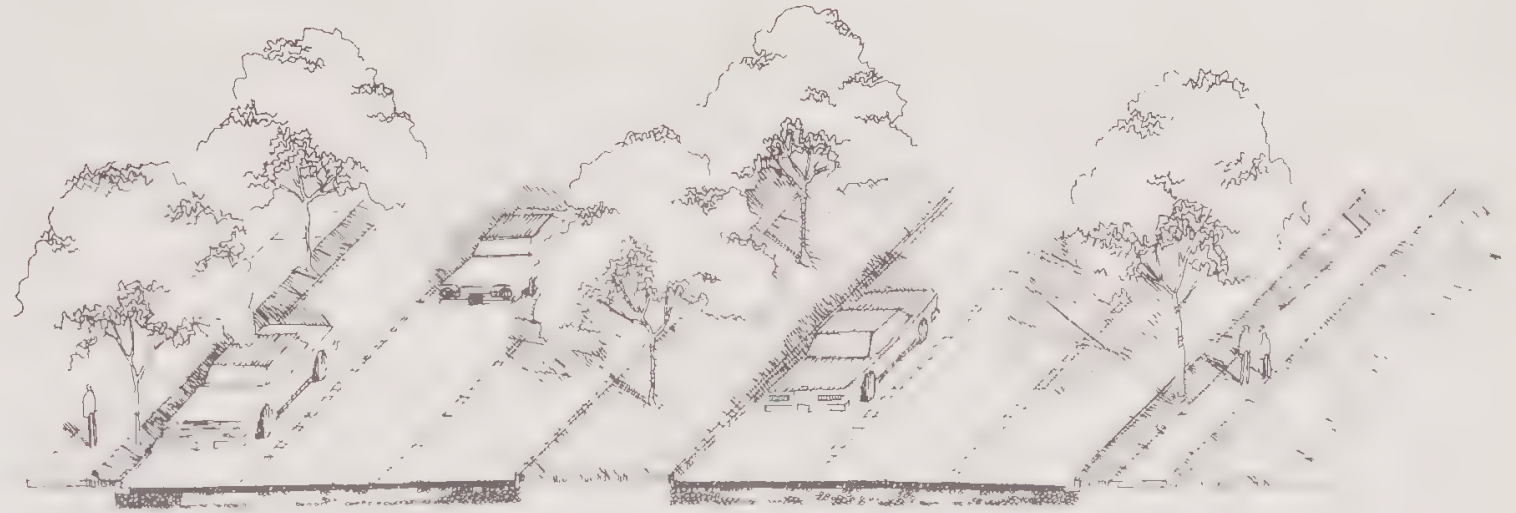
----- RAILROAD
✈ AIRPORT
○ INTERCHANGE

▲ NORTH / SCALE IN FEET

City of Corona

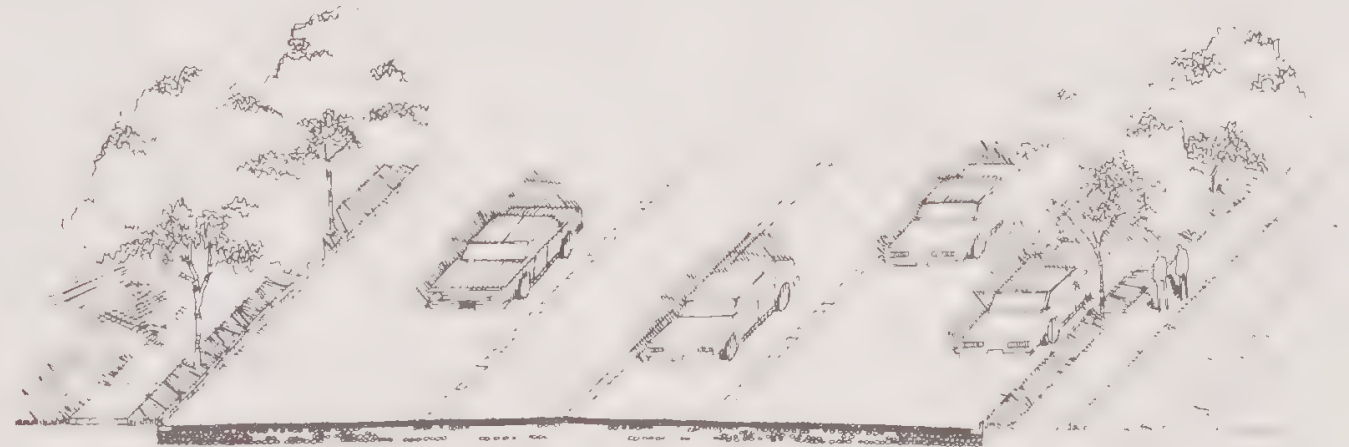
FIGURE 3-2 GENERAL GUIDELINES FOR HIGHWAY CROSS SECTIONS

MAJOR HIGHWAYS



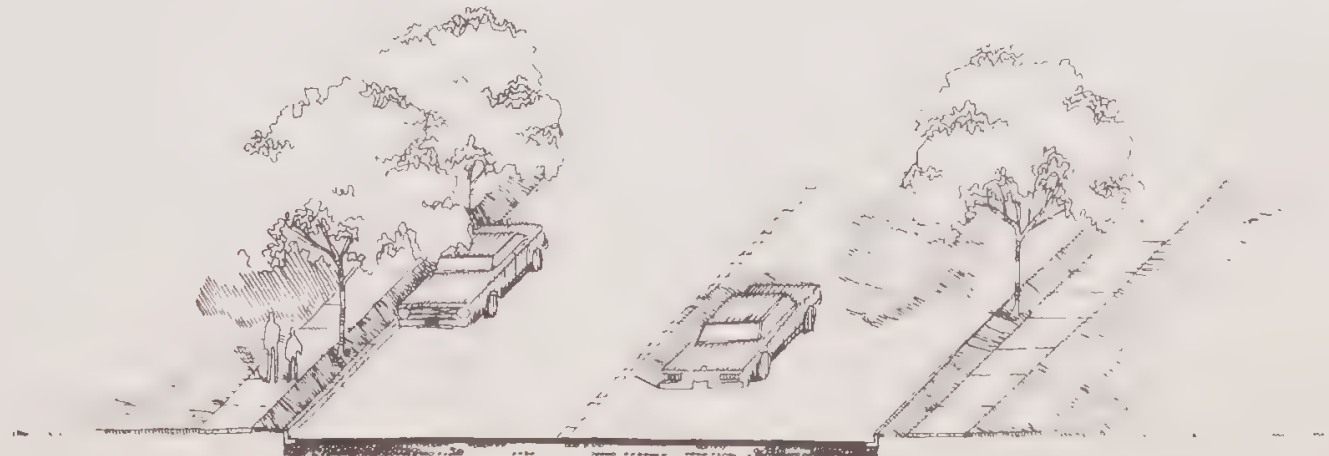
Right-of-way — 88 feet - 130 feet; Moving lanes — 4; Parking lanes — 2 for 100'+ R.O.W.

SECONDARY HIGHWAYS



Right-of-way — 88 feet; Moving lanes — 4; Parking lanes — 2

COLLECTOR STREETS



Right-of-way — 68 feet; Moving lanes — 2; Parking lanes — 2

A. Major Highways

- | | |
|------------------|--------------------|
| 1. Right-of-way | 88 feet - 130 feet |
| 2. Moving lanes | 4 |
| 3. Parking lanes | 2 |

B. Secondary Highways

- | | |
|------------------|---------|
| 1. Right-of-way | 88 feet |
| 2. Moving lanes | 4 |
| 3. Parking lanes | 2 |

C. Collector Streets

- | | |
|------------------|---------|
| 1. Right-of-way | 68 feet |
| 2. Moving lanes | 2 |
| 3. Parking lanes | 2 |

HOUSING

HOUSING GOALS & OBJECTIVES

1. Goals

- To encourage development of housing to satisfy the shelter and home environment needs of existing and future Corona residents.
- To encourage provision of a variety of housing types, prices, ownership possibilities, and locations.
- To develop neighborhoods properly related to essential community services.
- To maintain high quality development standards for residential land development to ensure establishment of neighborhoods with lasting value.

2. Objectives

- To assist in maintenance and rehabilitation of the housing stock.
- To promote open housing in the City of Corona that prohibits discrimination in housing sales and rentals.
- To encourage development of housing available to all income and age levels.
- To minimize housing cost while maintaining local standards of housing quality through continual monitoring of local codes and ordinances, when this can be accomplished without reducing quality or sacrificing safety and the protection of life and property.

HOUSING

In 1949, Congress enacted into law the following national housing policy:

"The realization as soon as feasible of the goal of a decent home and a suitable living environment for every American family."

It is becoming increasingly apparent that commitment and action on the local level are integral to the solution of the housing problems. Admittedly, the enormous amount of funds necessary to solve these problems must, for the most part, come from the national level. It is, however, incumbent upon local communities to establish housing programs and create opportunities for actions which will most effectively deal with the specific needs of their community and expend the available federal revenues in the most economic manner consistent with public policy.

In recognition of the need for local communities to actively participate in the development of necessary housing, the State of California began in 1969 to require housing elements as part of a community's General Plan. Section 65302(c) of the Government Code requires:

"A housing element consisting of standards and plans for the improvement of housing and for the provision for the housing needs of all economic segments of the community."

The purpose of the required housing element is to encourage all levels of government to include housing planning in the comprehensive planning process. The housing element includes:

- A. An identification of the local housing and housing related problems;
- B. An identification of obstacles to the solution of these problems;
- C. The setting of achievable housing goals for a three to five year period; and
- D. A statement of planning activities to be undertaken to meet identified housing needs.

The recommendations of the housing element are not intended to be inflexible or exhaustive. The City's housing situation will continue to change through time and these changes will demand a change in policies and implementation programs. This element does, however, represent a base upon which the City of Corona can develop a comprehensive housing program. As a consequence, the housing element must be continually evaluated to reflect changing social, economic, and physical conditions.

4.1 CITY WIDE ANALYSIS

The following section of the Housing Element provides a city wide analysis of major factors influencing shelter in Corona. These factors include:

A. Population Growth

Corona's population increased at a dramatic rate during the 1960's. Between 1960 and 1970 the City's population more than doubled, increasing from 13,336 in 1960 to 27,519 in 1970 (refer to Table 4.1). This represents an increase of 106.4 percent during the decade and compares to an increase of 49.9 percent for Riverside County. Since 1970 the rate of growth has declined. In 1976 the City's population totaled 33,988, an increase of 6,469 persons or 23.5 percent; 1977 population is estimated as 35,458.

Table 4.1: Population Growth

Riverside County		Corona		
1960	1970	1960	1970	1977
306,191	459,074	13,336	27,519	35,458

Source: 1960, 1970 Census of Population and Housing; 1976 Corona Special Census; State Department of Finance.

B. Household Size

The average household size within the City of Corona has slightly decreased since 1970. This represents a reversal in the trend which occurred in the City during the 1960's. As shown in Table 4.2 the number of persons for all occupied units increased from 3.3 in 1960 to 3.4 in 1970. This increase was contrary to that of Riverside County, which experienced a decrease from 3.1 to 3.0 persons per occupied unit during the same period. Corona's present average household size of 3.3 persons per unit is still higher than that of the County in 1970. However, Corona has been consistently higher in all categories since 1960. Thus the present average of 3.3, although considerably higher than the County average, does indicate that the current trend is consistent with the County and nation.

Table 4.2: Persons Per Occupied Unit

	Riverside County			Corona		
	1960	1970	1976	1960	1970	1976
Owner Occupied	3.2	3.0	--	3.4	3.6	--
Renter Occupied	3.0	2.9	--	3.1	3.0	--
All	3.1	3.0	--	3.3	3.4	3.3

Source: 1960, 1970 Census of Population and Housing; 1976 Corona Special Census.

As part of the 1976 Special Census, household size was analyzed by type of dwelling unit. The results are shown in Table 4.3.

Table 4.3: Household Size by Dwelling Type - 1976

<u>Dwelling Type</u>	<u>Household Size</u>
Single Family	3.5
Multi-Family - less than 5 units	2.5
Multi-Family - 5 or more units	2.0

Source: 1976 Corona Special Census

C. Age of Population

Analysis of the age structure has implications relating to the size of housing needed, the type of neighborhood facilities required, and the cost range for housing. The median age of Corona's population dropped from 28 years in 1960 to 25 years in 1970 while the percentage of people under the age of 18 rose from 37.3 percent to 39.9 percent. The percentage

of elderly persons (62 years of age and older) dropped from 12.3 percent to 9 percent. As indicated in the following table, the percentage of elderly persons in the entire county rose from 13.2 percent in 1960 to 16 percent in 1970. This trend reflects the orientation of the City's housing stock to the younger family with children.

Table 4.4: Age Characteristics

	<u>Riverside County</u>		<u>Corona</u>	
	1960	1970	1960	1970
Under 18 years of age	33.8%	35.5%	37.3%	39.9%
62 years and older	13.2%	16.0%	12.3%	9.0%
Median age	29.3	29.4	28.0	25.0

Source: 1970 Census of Housing and Population.

D. Income Level

The median income for families in Corona in 1969 was \$10,297 compared to \$8,997 for Riverside County and \$10,651 for the City of Riverside. As indicated in Table 4.5, the median family income in Corona increased by \$4,315 since 1960 or approximately 72.1 percent. This compares to a County increase of \$3,304 or approximately 58.0 percent and \$3,844 or an approximate 56.5% increase for the City of Riverside. Thus, the City of Corona's median income not only kept pace with the surrounding area but increased to a greater extent during the 1960's.

Table 4.5: Median Family Income

	<u>Riverside County</u>	<u>City of Riverside</u>	<u>City of Corona</u>
1960	\$5,693	\$ 6,807	\$ 5,982
1970	\$8,997	\$10,651	\$10,297

Source: 1960, 1970 Census of Population and Housing.

The percentage of families in Corona in 1970 below the poverty level was 7.4 percent. This compares to 5.2 percent for the County and 3.3 percent for the City of Riverside. The 1976 Special Census indicates that approximately 18 percent of the families within the City have incomes less than \$5,000.

Table 4.6: 1976 Household Income

<u>Income Range</u>	<u>Percent of Responding Households</u>
\$ 4,000 and below	12.6
\$ 4,001 - 4,999	5.6
\$ 5,000 - 8,999	13.5
\$ 9,000 - 11,999	12.6
\$12,000 - 15,999	18.9
\$16,000 - 19,999	16.3
\$20,000 - 29,999	15.0
\$30,000 and over	5.5

Source: 1976 Corona Special Census.

E. Housing Values

The median value for owner occupied housing for 1970 within the City of Corona was above that of the County and the City of Riverside. As shown in Table 4.7, the median value of owner occupied housing within the City was \$22,200 in 1970 compared to \$19,600 for the City of Riverside and \$18,900 for the County. Between 1960 and 1970, the median value of owner occupied housing within the City had risen \$9,800 or 79.0 percent. During the same period, the median value of housing within Riverside County rose by \$6,200 or 48.8 percent and within the City of Riverside the median value rose by 38.0 percent or \$5,400.

Thus, there was a considerably greater appreciation in the value of owner occupied housing within the City (almost two times) than in the surrounding areas.

The value in 1970 of owner occupied housing units in Corona, Riverside and Riverside County is displayed in Table 4.8. The majority of Corona's housing stock, approximately 55 percent,

was valued between \$20,000 and \$35,000. This is a much larger percentage than either Riverside or the County which had respectively 37 percent and 34 percent for the same value range. However, the percentage of housing in the \$10,000 to \$20,000 value range is less than either the City of Riverside or the County.

Table 4.7: Median Value of Owner Occupied Housing

	<u>Riverside County</u>	<u>City of Riverside</u>	<u>City of Corona</u>
1960	\$12,700	\$14,200	\$ 12,400
1970	\$18,900	\$19,600	\$22,200

Source: 1960, 1970 Census of Population and Housing.

Table 4.8: Value of Owner Occupied Housing - 1970

<u>Value</u>	<u>Percent of Owner Occupied Units</u>		
	<u>Riverside County</u>	<u>City of Riverside</u>	<u>City of Corona</u>
\$ 5,000 and below	1.3	0.4	.6
\$ 5,001 - 7,499	2.8	1.3	1.1
\$ 7,500 - 9,999	4.8	2.9	2.9
\$10,000 - 14,999	18.9	16.6	10.8
\$15,000 - 19,999	27.9	31.2	21.3
\$20,000 - 24,999	18.7	21.0	30.3
\$25,000 - 34,999	16.0	16.4	25.6
\$35,000 - 49,999	6.2	7.4	5.2
\$50,000 and over	3.0	2.5	2.1
Median Value	\$18,900	\$19,600	\$22,200

Source: 1970 Census of Population and Housing.

The percentage of Corona's housing stock greater than \$35,000, approximately 7.0 percent in 1970, is also less than that of Riverside or the County, each with approximately 9.5 percent. Thus, Corona's housing stock is more concentrated in the middle value range and has a smaller percentage of its housing stock in either the low or high value range compared to the surrounding areas.

Since 1970, housing values within the City have increased considerably. Table 4.9 indicates housing values in 1976 as determined by the Special Census. As indicated in the table, 66 percent of the housing stock is now valued between \$30,000 and \$60,000.

Table 4.9: 1976 Housing Values

<u>Value Range</u>	<u>Percent of Response</u>
\$15,000 and below	11.4
\$15,001 - 19,999	5.1
\$20,000 - 24,999	5.9
\$25,000 - 29,999	7.2
\$30,000 - 39,999	33.3
\$40,000 - 49,999	23.8
\$50,000 - 59,999	8.7
\$60,000 - 69,999	2.9
\$70,000 and over	1.7

Source: 1976 Corona Special Census.

F. Rental Rates

In 1970 rental rates within Corona were comparable to the County and City of Riverside. The 1970 median rent in the City, \$92, was equal to the overall rent within the County and slightly less than the \$102 median rate of Riverside. As shown in Table 4.10 Corona's distribution of rental units by rate was very similar to those of both the County and City of Riverside. The rental rate range of \$100 to \$149 had the largest percentage of rental units in all three jurisdictions.

Table 4.10: Rental Rates - 1970

<u>Rental Rate</u>	<u>Riverside County</u>	<u>City of Riverside</u>	<u>City of Corona</u>
\$ 60 and below	13.1%	9.2%	16.2%
\$ 61 - 79	21.2	20.0	20.0
\$ 80 - 99	18.9	18.0	17.5
\$100 - 149	29.6	35.5	35.5
\$150 - 199	8.3	11.6	6.3
\$200 - 249	1.6	2.1	0.9
\$250 and over	1.1	0.8	0.5

Source: 1970 Census of Population and Housing.

The most recent available data concerning rental rates appears in Table 4.11. As indicated, the majority of rental units have rates of between \$125 and \$174.

Table 4.11: Rental Rates - 1976

<u>Rental Rate</u>	<u>Corona</u>
\$100 and below	16.6%
\$101 - 124	15.5
\$125 - 149	31.2
\$150 - 174	20.3
\$175 - 199	7.0
\$200 - 249	4.9
\$250 - 274	1.8
\$275 - 299	1.9
\$300 and over	0.8

Source: 1976 Corona Special Census.

G. Housing Types

As indicated in Table 4.12, 78.1 percent of the year-round housing units in Corona in 1970 were single family residences while 20.2 percent were multi-family residences and 1.7 percent were mobile homes.

Table 4.12: Units in Structure - 1970

	<u>Number</u>	<u>Percent</u>
Single Family	6,610	78.1
Multiple Family	1,706	20.2
Mobile Home	144	1.7

Source: 1970 Census of Population and Housing.

H. Age of Structure

The age of residential structures in Corona, as indicated in Table 4-13, reflects the City's accelerated growth rate during the early 1960's as almost one-third of the housing in Corona was built between 1960 and 1964.

Table 4.13: Age of Structure

<u>Construction Period</u>	<u>Number</u>	<u>Percent</u>
1969 - March, 1970	125	1.5
1965 - 1969	1,616	19.1
1960 - 1964	2,648	31.2
1950 - 1959	1,781	21.0
1940 - 1949	718	8.5
1939 - or earlier	1,585	18.7

Source: 1970 Census of Population and Housing.

I. Occupancy

Of the 8,460 year-round housing units in Corona in 1970, 58.7 percent were owner occupied, 37.4 percent renter occupied, and 3.9 percent vacant.

The overall vacancy rate in the City, 1.6 percent, is well below that of Riverside County, 3.4 percent and Los Angeles County, 2.0 percent. Table 4.14 shows the trend in vacancies by unit type within the City. As indicated there has been a shift to an extremely tight housing market since 1974 with substantial declines in the vacancy rates for single family, apartment and mobile home units.

Table 4.14: Postal Vacancy Survey

<u>Unit Type</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>
Single Family Residences	4.5%	1.5%	1.2%
Apartments	8.7	7.6	4.8
Mobile Homes	<u>1.2</u>	<u>2.9</u>	<u>1.9</u>
Overall	4.9	2.4	1.6

Source: Postal Vacancy Surveys.

J. Housing Conditions

While the 1970 Census did not specifically indicate housing conditions, two criteria for which information is available are residences lacking some or all plumbing facilities and overcrowded units.

Only a very small number, 66 or less than 1 percent, of the housing units in Corona are lacking in plumbing facilities. A considerably larger amount, 10.7 percent, are "overcrowded" according to the U.S. Department of Housing and Urban Development's definition of overcrowding (more than one person per room). A third of these overcrowded units are considered seriously overcrowded since they have more than 1.5 persons per room.

Housing conditions were analyzed as part of the 1976 Special Census. Units were categorized as either sound, deteriorated or dilapidated, the definitions of which are as follows:

1. Sound: No visual defects or only minor defects such as lack of paint, minor damage to porch or steps.
2. Deteriorated: In need of extensive repair due to prolonged lack of regular maintenance.
3. Dilapidated: Does not provide safe and adequate shelter.

The results of the Census which appear in Table 4.15, indicate that approximately 5.0 percent of the City's housing stock is considered to be in deteriorating condition and 0.6 percent is considered to be in dilapidated condition. Approximately 94 percent of the City housing stock is considered to be in sound condition.

This information indicates the City's housing stock is in relatively good condition. However, the substantial number of units in need of extensive repair could present future problems without corrective action.

Table 4.15: Residential Structure Condition

<u>Condition</u>	<u>Number of Units</u>
Sound	9,618
Deteriorated	520
Dilapidated	60

Source: 1976 Corona Special Census.

K. Population Characteristics

At the time of the 1976 Special Census white households comprised 81.1 percent of the City's households. Families with Spanish surnames represented the second largest population group with 17.7 percent of the City's households, and the other households comprised the remaining 1.2 percent of the City's households.

4.2 AREA ANALYSIS

For purposes of analysis, the City has been divided into eight subareas based on census tract boundaries (see Figure 4.2). Statistics are from the 1970 Census and the 1976 Special Census.

A. Subarea A

Subarea A, located in the northern portion of the City can be generally characterized as having good, sound housing of relatively higher value than most other subareas. This can partially be explained by the fact that most, 98.1 percent, of the housing units were constructed after 1960.

The area contains approximately 13 percent of the total number of housing units within the City. Since 1970, approximately 220 units have been added, resulting in a 20 percent increase in the subarea's housing stock.

B. Subarea B

This subarea is located in the northwestern portion of the City. It has the smallest number of units of any subarea but has grown since 1976 by 84 units, or a 29.2 percentage increase. This is the second largest growth rate among the subareas.

Although the subarea contains less than four percent of the City's housing units, it has almost 13 percent of the total number of Spanish surname households within the City. Family sizes are larger, 4.4 persons/unit and over one-third of the housing units are considered overcrowded. Family incomes are 20 percent below the median for the City and housing values are only 59 percent of the City's median. Although most housing units have plumbing facilities, a considerable number are in deteriorated or dilapidated condition.

GENERAL PLAN FIGURE 4-1

Housing Problem Areas



City of Corona



GENERAL PLAN FIGURE 4-2

Housing Subareas

C. Subarea C

Located immediately west of downtown, this area experienced rapid housing development in the early 1960's with almost half of its total housing stock built between 1960 and 1964. Since 1970 there has been about a four percent decrease in the number of units within this subarea. Presently almost six percent of its current housing stock is considered to be in deteriorating condition. The 1970 median value of housing, \$15,400, was considerably less than the citywide average, \$22,200.

Households within the area can be characterized as smaller than other subareas, primarily because the concentration of elderly people and the predominance of rental units.

D. Subarea D

This area includes the circle as well as the area to the east. It is the oldest portion of the City with 40 percent of its housing units built prior to 1950. There has been a reduction in the number of units within the area in recent years, approximately eight percent since 1970. Almost half of the total units within the City which have been considered to be in deteriorating condition are located in this subarea. Of the total number of units within the subarea, about 18 percent have been classified as being in deteriorating or dilapidated condition, three times the percentage of any other subarea. This subarea also contains almost one-half of City total stock of rental units. The 1970 median value of Area D's housing units was \$7,000 below the Citywide median value.

Area D contains almost 30 percent of those households within the City whose family income is less than \$5,000 per year.

E. Subarea E*

This area contained only 19 housing units at the time of the 1970 Census. Median value of these homes, however, was 167 percent of the median value for the entire City.

* The 1976 Special Census did not include this area and therefore this data reflects the 1970 Census.

F. Subarea F

Subarea F, located southwest of downtown, has been gradually developed over the last 30 years with the construction of approximately 20 percent of its housing stock in each of the following five periods: prior to 1950, 1950 to 1959, 1960 to 1964, 1965 to 1969 and 1970 to 1976. This subarea has a very low percentage, 1.2 percent, of its housing units classified as deteriorating. The median value of units within the area is equal to that of the City. In 1970 less than six percent of the housing units were overcrowded and only a few units were without plumbing.

Households within the area are in the mid and upper-mid income level categories with 23 percent of the subarea's households earning between \$12,000 and \$16,000, 18 percent, between \$16,000 and \$20,000 and 21 percent of Area F's households earn incomes above \$20,000.

- G. Located at the western edge of the City, Subarea G has had a very rapid growth in its number of units within the last six years having more than double the number of units in 1976 than it had in 1970. Almost 87 percent of the area's housing units have been built since 1965. A relatively average percentage, 3.4 percent, of its housing stock is considered to be deteriorating. In 1970 the median value of the subarea's housing stock was slightly below the City median of \$22,000. However the housing values in this area, as in all parts of Corona, have increased rapidly and the housing values in this area are generally in the \$40,000 to \$60,000 range.

Households within the area are predominantly in the middle to upper middle income categories with over 44 percent of the households having annual incomes greater than \$16,000. Family sizes within the area are considered large although less than 10 percent of the housing units are considered overcrowded.

H. Subarea H

This subarea encompasses the entire southern portion of the City. It includes almost one-third of the City's population and about 27 percent of the City's housing stock. Thus, the subarea contains a diversity of housing styles, conditions and values. The median value of housing units for the subarea as a whole was higher than any other area.

Portions of this subarea are experiencing heavy growth pressures with approximately 25 percent of its housing stock built after 1970. However, because portions of this subarea include or are adjacent to the oldest City areas, over half of the housing stock, 51 percent, was built prior to 1964. About 3.0 percent of the area's units are considered to be deteriorating and are generally located in the older, northeast section of Area H.

The subarea's households have some of the highest incomes within the City. More than 12 percent of the households within the subarea have annual incomes in excess of \$30,000.

Table 4.16: Subarea Analysis

Subarea	Population	Surname Households		Occupied Housing Units	Deteriorating		Dilapidated		Median Value \$
		No.	%		No.	%	No.	%	
A	4,590	84	6.7	1,265	5	0.4	--	--	24,500
B	1,277	224	60.4	371	14	3.8	2	0.5	13,200
C	3,951	274	18.5	1,580	93	5.9	5	0.3	15,400
D	4,735	571	39.1	1,494	254	17.6	48	0.3	15,400
E	81	--	--	19	--	--	--	--	--
F	3,642	112	10.4	1,100	13	1.2	--	--	22,200
G	5,640	154	9.5	1,664	54	3.4	--	--	21,500
H	10,153	341	12.4	2,790	84	3.0	5	0.2	25,600

4.3 HOUSING ISSUES

A. Problems

1. Housing Costs: Rising land, labor, and material costs have increased housing costs. As an example of the costs of new housing in the area, Table 4.17 indicates the price range of new houses completed in the Riverside-San Bernardino-Ontario SMSA during 1974.

As can be seen, over half of the new housing falls within the \$30,000 to \$50,000 price range with the majority of that being above \$35,000.

Table 4.17: New Housing Starts by Price Category*

<u>Price Range</u>	<u>Percent of Starts</u>
\$17,500 and below	0.5
\$17,501 - 19,999	4.5
\$20,000 - 22,499	4.4
\$22,500 - 24,999	10.2
\$25,000 - 27,499	12.3
\$27,500 - 29,999	8.2
\$30,000 - 34,999	19.5
\$35,000 - 39,999	17.4
\$40,000 - 44,999	7.4
\$45,000 - 49,999	5.8
\$50,000 - 59,999	3.3
\$60,000 and over	6.5

*1974 - Riverside-San Bernardino-Ontario SMSA

Source: U.S. Department of Housing and Urban Development.

2. Affordability: It is evident from Table 4.18 that a sizeable portion of Corona families have incomes within the lower ranges. These families present special problems when considering housing affordability. According to the California Department of Housing and Community Development, yearly income greater than \$8,000 is necessary to avoid great difficulties in locating a suitable home.

Table 4.18: Family Incomes - 1974

<u>Income</u>	<u>Percent</u>
\$ 5,000 and below	10.8
\$ 5,001 - 9,999	22.2
\$10,000 - 14,999	29.1
\$15,000 - 24,999	24.9
\$25,000 - 49,999	11.1
\$50,000 and over	1.9

Source: U.S. Department of Housing and Urban Development.

Although their problems are not as severe as those of lower income households, families in middle income brackets also experience difficulties in the housing market -- difficulties which continue to increase with rising construction costs and high interest rates. With incomes ranging from \$8,000 to \$15,000 a year, middle income households include almost 40 percent of all families in Corona. Families who wish to purchase a new home are finding it increasingly difficult to find homes within their price range which are suitable in size and location.

3. Vacancy Rate: As indicated in the Housing Characteristics portion of this report, the overall vacancy rate is relatively low and the vacancy rate for single family units is very low.

An adequate vacancy rate in residential units in Corona is necessary not only to provide houses for new residents of the community, but also to provide an opportunity for present residents to meet changing housing needs.

B. OBSTACLES TO SOLUTION

The problems which have been noted in the preceding section are of a complex nature and many involve issues which go well beyond the confines of Corona. This section will discuss some of the obstacles to better housing which are of primary importance.

Housing institutions are themselves complicated and they have impact on how well the mechanism works. Institutions are defined as those public agencies and persons involved in housing production and use. Procedures are, simply, their activities which affect housing.

Local government lacks sufficient jurisdiction to achieve a unified approach to a housing market. Corona is especially susceptible to this problem since housing statistics are generally compiled for a housing market area of the Riverside area or Riverside County.

Obstacles occur because the market is affected by conditions and actions beyond the control of the local decision makers.

Likewise, the developer is seldom confined to operations in a single city. This is an obstacle because of variation in procedures and interpretation of requirements which lead to complications and loss of time in the development process.

The property tax structure is cited as an obstacle in itself because it discourages property improvement. Remodeling or making an addition results in higher taxes and this discourages property owners from doing such things. The argument is made by many that the property tax should be revised to reward improvements rather than penalize them.

Development regulations, in an attempt to provide a well planned community, often become obstacles to solving specific housing problems because of their development criteria. While many residences in older portions of the community are allowed to continue under the non-conforming provisions of the Zoning Ordinance, improvements or alterations are difficult because such changes must meet the requirements of the present zoning classification and the building code. On occasion, these requirements can effectively preclude the upgrading of housing.

C. HOUSING NEEDS

Both the Southern California Association of Governments and the Riverside County Planning Department have begun programs which will attempt to determine present and anticipated housing needs based on an allocation formula. The basic intent of these programs is to assure that housing assistance funds are more accurately distributed according to needs in the area. At this time, both programs include Corona within the much larger Riverside/West End of Riverside County housing markets. Since Corona itself includes less than 10 percent of this market area the materials from SCAG and Riverside County are not especially significant for statistical purposes. As the figures are more refined it is anticipated that close coordination will be developed between the housing programs of SCAG, Riverside County, and Corona.

This section of the housing element divides the housing needs into two sections: (1) present needs based on inadequate housing, and (2) anticipated needs due to population growth.

1. Inadequate Housing: The Department of Housing and Urban Development has calculated the number of households living in inadequate conditions based on the 1970 Census. HUD considered a family inadequately housed if:
 - a. Household lacked some or all plumbing and/or
 - b. Household with more than 1.25 persons per room and/or
 - c. Household paid more than 25 percent of their income for rent or
 - d. Owner household occupying housing more than 30 years old and valued less than specified amount.

Table 4.19 indicates the number of low income families (less than \$8,000 income in 1969) for Corona and gives an estimate of needs for housing assistance programs which might be available.

In Corona the majority of low income families needing assistance are one and two person elderly families and two, three, or four member non-elderly families presently occupying rental units. Of interest is that almost 40 percent of the inadequately housing low income families in Corona are elderly persons, even though they comprise only nine percent of the City's population.

Table 4.19: Inadequate Housing for Low Income Families

<u>Size of Family</u>	<u>Renter Occupied</u>	<u>Owner Occupied</u>	<u>Renter Occupied</u>	<u>Owner Occupied</u>
1	--	--	222	29
2	152	15	127	21
3&4	235	21	14	8
5	53	3	5	--
6+	137	76	8	23

Source: Department of Housing and Urban Development.

2. Projected Needs: Based on recent population projections made for Riverside County cities, Corona's population is expected to increase to approximately 39,000 by 1985. Realizing that these figures are estimates at best, and are susceptible to unanticipated changes in the area's growth rate, Table 4.20 has been prepared to indicate the number of new housing units which may be needed to house new residents. Family sizes have been estimated at 3.4 persons for single family residences and 2.5 persons for multi-family residences. A final assumption which has been made is that the income distribution percentages will remain similar to the 1970 income distribution percentages.

Table 4.20: Anticipated Housing Needs 1980-1985

<u>Income Range*</u>	<u>Total Number of Units</u>	<u>Single Family</u>	<u>Multi-Family</u>
Less than \$5,000			
1980	136	84	52
1985	141	87	54
\$ 5,000 - 9,999			
1980	275	170	105
1985	290	180	110
\$10,000 - 14,999			
1980	362	224	138
1985	381	236	145
\$15,000 - 24,999			
1980	310	192	118
1985	326	202	124
\$24,000+			
1980	160	100	60
1985	170	105	65

* 1974 dollars.

Source: City of Corona

4.4 PLANS AND PROGRAMS

Corona has implemented two programs which will assist renters and homeowners within the City and as part of the growth management program, the City will also attempt to provide for a portion of the regional moderate housing demand.

A. Section 8 Rental Assistance

The City of Corona is participating in the Section 8 existing rental assistance program and has authorized the Riverside County Housing Authority to administer the program within the City.

The program provides the machinery by which existing dwellings may be leased by eligible lower income families or individuals (in general, families who have an income 80 percent or less of the area's median family income qualify) at certain below market rental rates. The tenant is obligated to pay between 16-25 percent of his family income with the remainder of the rent paid to the owner by the housing authority from government funding sources. As of February, 1977, approximately 50 families are being assisted by this program in Corona.

B. Home Improvement Program

As part of the City's housing and community development block grant program, the City has been utilizing a portion of its funds for residential conservation. Presently, the program assists eligible homeowners (families who have an income 80 percent or less than the area median income and live within the HCD project area) who wish to make repairs to their home through a local grant program. Homeowners may receive up to \$1,000 reimbursement for eligible activities. During the 1976-77 HCD program year the City allocated \$50,000 for this program.

C. Residential Prequalification Evaluation

For the purpose of encouraging construction of moderate income housing, service availability points are recommended in the Prequalification Evaluation to a developer who indicates that 5 to 10 percent of his proposed units will be within a price range affordable by moderate income families. As the developer must obtain a minimum number of points in order to obtain an adequate service rating, the system may provide incentives for construction of moderate income housing in many circumstances.

D. Revisions/Updating of Codes and Ordinances

The Building, Housing, Subdivision, and Zoning Codes should be examined to identify possible opportunities to reduce housing construction costs while maintaining basic standards of health, safety, and public welfare.

CONSERVATION

CONSERVATION GOALS & OBJECTIVES

1. Goals

- To preserve, protect and enhance the City's natural resource and open space inventory for the benefit of the City's residents and the region.
- To conserve the City's natural resource base through planned utilization of water, soil, and other resources that are considered valuable for reasons of economic benefit, safety and aesthetic value.
- To create a productive balance between man and his uses of land and the conservation of areas with unique environmental and aesthetic value.

2. Objectives

- To use open space to contribute to shaping the City's development pattern.
- To identify and preserve lands of significant value as natural resources.

CONSERVATION

The Conservation Element includes proposals for utilization of natural resources including water resources, forests, soils, minerals, wildlife and other resources. The Conservation Element and accompanying Open Space Element presents a comprehensive program which will result in the effective and efficient use of natural resources evident in the City.

The Conservation Element contains two components. These are:

- A. The resource inventory; and
- B. A statement of programs that will be necessary to effectively utilize the City's resource base.

5.1 RESOURCE INVENTORY

The inventory identifies natural features which affect the City's resource base. Items included in the inventory are topography, soils, water supply and quality, flood control, climate, agriculture, vegetation, fauna, and mineral deposits.

A. Topography

Corona is situated at the base of an alluvial plain formed by the Santa Ana Mountains. The topographic features created by this include a gentle slope rising to the south and west. With the exception of the extreme southern and northeastern sections of the City the topography includes few significant variations. Figure 5-1 includes a slope analysis of the City and sphere of influence. The majority of the City's land area rises to the south at a vertical slope of less than 15 percent. However, areas with steep slopes do exist. Slopes above 15 percent present difficulties for all types of development, both agricultural and urban. In addition, development costs are generally greater than in areas with lesser slopes and the susceptibility to hazards is greater.

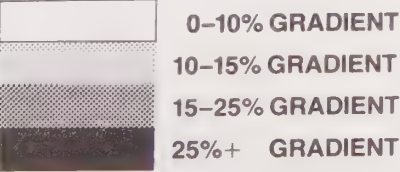
B. Soils

Soil associations in the City are shown in Figure 5-2. Generally, characteristics of the soils in the southern portions of the City are suited to agricultural uses. The desirability of the soils in the southern areas of the City for agriculture is further illustrated in Figure 5-3 which indicates the location of land classified by Section 51201 of the Government Code as prime agricultural land.

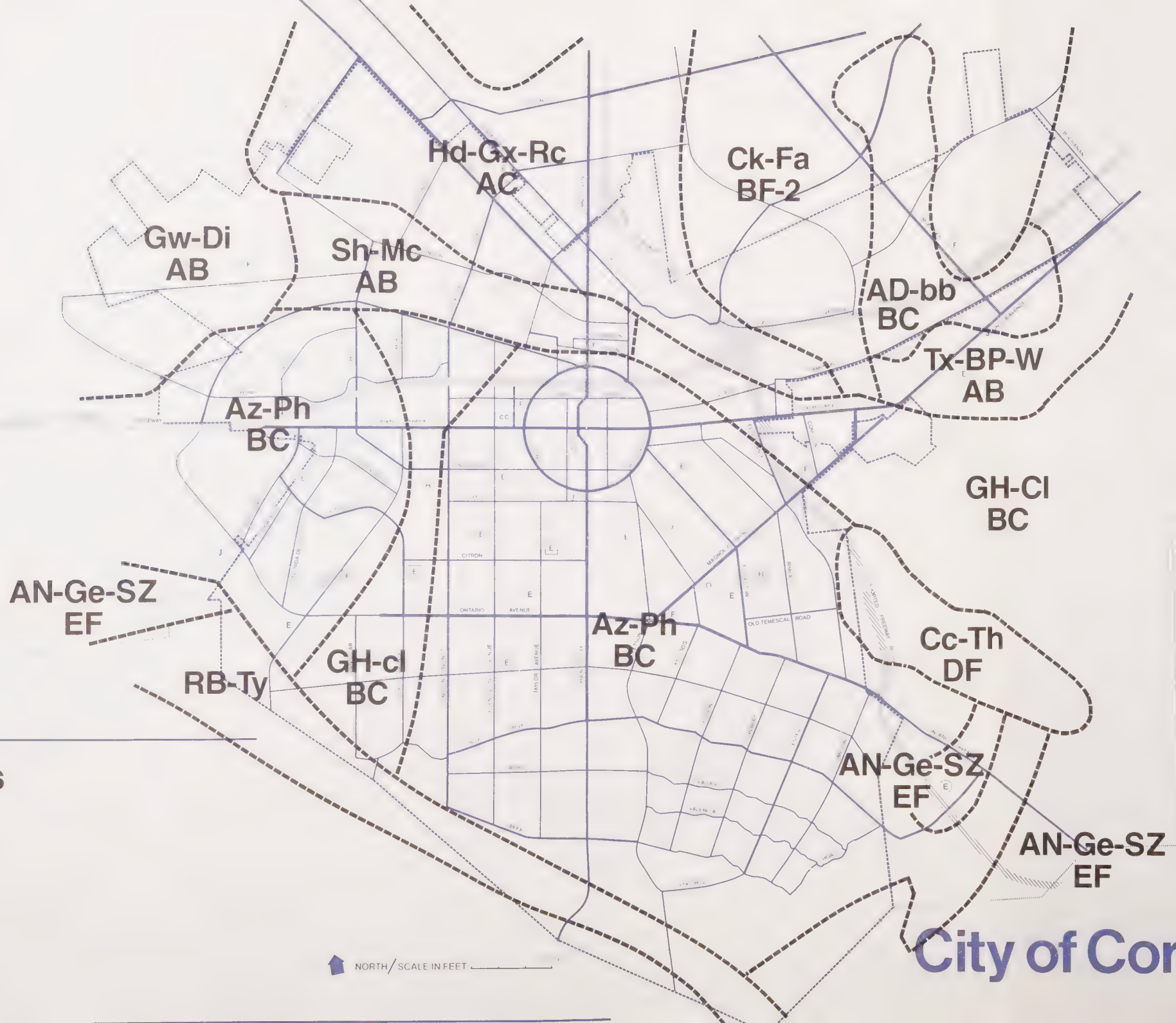


GENERAL PLAN FIGURE 5-1

Slope Analysis



City of Corona



GENERAL PLAN FIGURE 5-2

Soil Associations

City of Corona

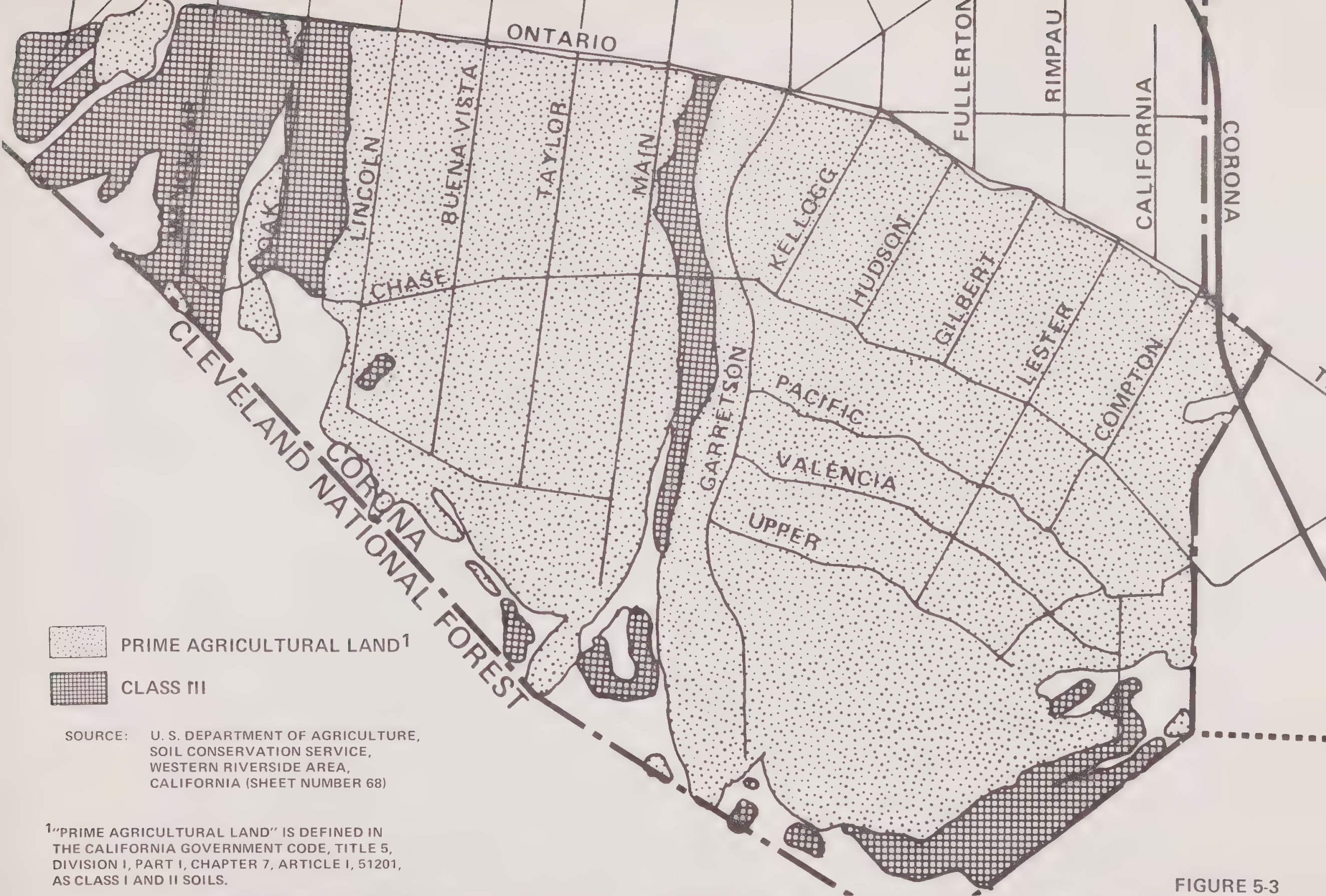


FIGURE 5-3

WILSEY & HAM

CORONA GENERAL PLAN

PRIME AGRICULTURAL LAND



C. Erosion

In Corona soil erosion is a function of water velocity, run off, soil type, vegetation, and climate. Due to topography, vegetation and soil type erosion is limited to the major drainage courses including the Temescal Wash and the Oak Street Channel.

D. Water Considerations

1. Surface Drainage: Natural surface drainage through Corona enters the Temescal Wash and Channel from the southeast and flows north and then west to the Prado Flood Basin and the Santa Ana River. Other surface drainage is tributary to the Temescal Wash or the Santa Ana River with the major systems including the Oak Street Channel, the Main Street Channel and the Wardlow Wash which flows directly into the Santa Ana River. Major flood hazard boundaries created by the surface drainage characteristics are shown in Figure 5-4.
2. Water Supply: Water supply for the existing municipal water system is derived from wells located in the Temescal, Bedford, and Coldwater Basins and from the Metropolitan Water District's Lower Feeder. The latter source is conveyed to an existing water filtration plant from which it enters the distribution system.
3. Water Quality: The quality of water from the combined sources varies considerably. In general, water derived from the Coldwater Basin is of excellent quality. Water from the Bedford Basin and the Temescal Basin is higher in dissolved solids and in some cases outside of the allowable limits prescribed by the California Department of Public Health. This is particularly true in respect to nitrates which have been rapidly increasing in recent years, presumably from the leaching of chemical fertilizer applied for agriculture. Colorado River water, available from Metropolitan Water District's Lower Feeder is within the acceptable limits of the State Department of Public Health allowable standards and northern California water will be of high quality when available.

E. Climatic Conditions

Corona lies near the eastern boundary of the South Coast Air Basin in the Upper Santa Ana River Valley which is classed climatically as an intermediate valley. In comparison with the coastal plains, an intermediate valley is characterized by warmer, drier summers, and cooler, wetter winters. Such valleys are not influenced by the moderating influences of marine air, and have more extreme temperature ranges than coastal areas. The temperatures



GENERAL PLAN FIGURE 5-4

Surface Drainage Features

-  PRADO FLOOD CONTROL BASIN
-  FEDERAL INSURANCE ADMINISTRATION FLOOD HAZARD BOUNDARY

SOURCE: DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, FEDERAL INSURANCE ADMINISTRATION; U.S. GEOLOGICAL SURVEY, 7.5 MINUTE SERIES QUADRANGLE ROADS.

 NORTH / SCALE IN FEET 0 1000

City of Corona

range from an average mean monthly low of 51.7° F. in January, to a high of 74.6° F. in July. Average annual precipitation for Corona is 12.42 inches.

Positioned at the mouth of the Santa Ana Canyon, Corona is subject to abnormal wind velocities from the west. The canyon acts as a funnel for air masses moving across the basin, causing increased velocity and duration of winds as illustrated in Figure 5-5. Under certain climatic conditions the wind direction is reversed and high velocity winds move across the City from the east. Air quality in the City is influenced by the climatic conditions and the City as well as the surrounding portions of Riverside County are within a critical air basin.

F. Flora and Fauna

Native vegetation in Corona includes low chaparral dominated by chamise, buckwheat, and black sage. On north facing slopes this association is intermixed with scrub oak. Fauna in the southern non-developed areas represents a continuation of animal life in the Santa Ana Mountains and includes foxes, coyotes, deer, raccoon and wood rats.

G. The Agricultural Resource

The agricultural resource in Corona is a result of the area's climate, topography, soil drainage characteristics, water supply and soil quality. The resource includes an approximate 4,200 acres of citrus and avocado groves in the southern portions of the City.

H. Mineral Deposits

There are presently three producing oil wells in Corona and they are controlled by City Ordinance. The City should be aware that a commercially developable oil pool exists and it should be alert to possible exploitation. Within the sphere of influence other exploitable minerals include clay, sand and gravel deposits.

5.2 THE CONSERVATION PROGRAM

The conservation program includes two interrelated policy approaches. The first is to implement policies which will conserve the unique aspects of the City's resource base. The second

STABLE MARINE AIR FLOWING AROUND BOTH SIDES OF OBSTACLES MEETS IN AREAS OF CONVERGENCE IN THE SAN FERNANDO VALLEY, BEHIND THE PALOS VERDES HILLS, AND AT ELSINORE.

SOURCE: THE STATE OF CALIFORNIA IMPLEMENTATION PLAN FOR ACHIEVING AND MAINTAINING THE NATIONAL AMBIENT AIR QUALITY STANDARDS, THE CALIFORNIA AIR RESOURCES BOARD.



FIGURE 5-5

WILSEY & HAM

CORONA GENERAL PLAN

WIND PATTERNS



component of the approach includes policies to minimize the disruption created by the interface between development and the resource base.

A. Conservation of Unique Aspects of the Resource Base

A most significant aspect of the City's resource base is the existence of substantial areas of active agricultural production. Implementation programs to protect these areas include:

1. Zoning of agricultural areas to densities and uses that will be compatible with farming operations.
2. Provision of tax relief from urban related assessment procedures through use of the Williamson Act and Open Space Easements.

B. Minimizing the Disruption Created by the Interface of Development and the Resource Base

1. Flood Control Programs: The City of Corona in conjunction with other jurisdictions has adopted an aggressive posture toward development of a Master Drainage Plan that will reduce flood hazards in Corona. In addition to the Master Drainage Plan which is now being implemented, other program elements should include:
 - a. Flood plain zoning;
 - b. Flood hazard insurance; and
 - c. Continual monitoring of the impact of development on drainage capacity.
2. Wastewater Treatment: Wastewater for the Corona Treatment Plant is discharged into the Santa Ana River Basin and has an impact on water quality throughout Riverside and Orange Counties. The City's continuing development policies must ensure that the capacity of the treatment plant is adequate for anticipated needs. Program elements include:
 - a. Plant expansion to keep pace with anticipated needs; and
 - b. Development regulation to ensure adequate operating capacities.

OPEN SPACE

OPEN SPACE GOALS & OBJECTIVES

1. Goals

- To achieve a balanced distribution of open space to meet the needs of residents and contribute to logical development of the urban area.
- To create a public open space network that satisfies the active and passive needs of City residents.

2. Objectives

- To use open space to contribute to shaping the City's development pattern.
- To provide approximately four acres per one thousand residents as a minimum base for selection of park lands.
- To coordinate the open space plan with other jurisdictions.
- To use school sites to supplement the City's open space network.
- To identify and preserve lands of significant economic value as open space for managed resource production.

OPEN SPACE

The Open Space Element indicates areas in the City that will continue in importance as public sites for outdoor recreation, agricultural production, and protection of the public from natural hazards.

6.1 BASIS FOR THE OPEN SPACE ELEMENT

The California Government Code requires cities to adopt a local open space plan for the conservation of open space within its jurisdiction. Also, the Government Code requires that the open space plan contain an action program indicating programs the local legislative body intends to pursue in implementing its open space plan.

In adopting the requirement that cities incorporate an Open Space Element into the General Plan, the State's legislative intent went beyond designation of land required for traditional forms of recreation. The legislative findings indicate the preservation of open space is necessary for the maintenance of the economy of the State, and for the assurance of the continued availability of land for the production of food and fiber. Also the legislative findings indicate that discouraging the premature and unnecessary conversion of open space land to urban uses is a matter of public interest.

6.2 TYPES OF OPEN SPACE

The Open Space Lands provisions of the Government Code define open space land as any parcel or area of land or water which is essentially unimproved and devoted to an open space use. Open space may include the following:

A. Open Space for Preservation of Natural Resources

This includes land for preservation or conservation of natural resources including, but not limited to, areas for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

B. Open Space for Managed Resource Production

This category of open space refers to forest, rangeland, agricultural lands and areas required for recharge of groundwater basins.

C. Open Space for Recreation

This category encompasses areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake-shores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

D. Open Space for Public Health and Safety

Areas included in this category relate to land requiring special management or regulation because of conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

6.3 OPEN SPACE INVENTORY

The inventory of existing open space includes open space classified on the basis of physical features, open space for managed resource production, public lands and other open space.

A. Open Space Classified on the Basis of Physical Features

This category of open space is identified in the General Plan Land Use Element as Slope Management Areas, Flood Hazard Management Areas, Geologic Hazard Management Areas. The Slope, Flood and Geologic Hazard Management areas will be maintained consistent with the provisions of the Land Use Element. These provisions allow for development that will not endanger the health and safety of Corona residents. The location of these features are shown in Figure 2-2 which identifies Land Management Areas.

B. Open Space for Managed Resource Production

Open space for managed resource production forms an essential portion of the City's economic base. This type of land includes approximately 5,000 acres of land with a Soil Conservation service land use capability classification of Class I and Class II located southerly of Ontario Avenue. Approximately 4,000 acres of this land is now in agricultural production and 960 acres are under Williamson Act contracts. These areas include Development Area 2 in the Development Phasing Program and are designated for agricultural use until the urbanization of the previously available Development Area is complete. Until this time agricultural zoning will be the land use control in these areas.

C. Public Lands

Public open space lands include areas owned by local, state and federal agencies within the City's corporate boundaries. These areas include an approximate 1,358 acres as indicated in Table 6-1. In addition to these areas the Cleveland National Forest lies contiguous to the City's southerly limits and represents a significant public open space resource.

Table 6.1: Public Lands

	<u>Acres</u>	<u>%</u>
Prado Flood Control Basin (within Corona Corporate Limits)	920	67.7
Corona Norco Unified School District	312	23.0
City of Corona - Park Land	<u>126</u>	<u>9.3</u>
	1,358	100.0

D. Other Open Spaces

Other open spaces include golf courses, the Civic Center grounds and the Corona Mall. While the ownership and functional characteristics of these areas vary, their importance will continue to grow as barren and vacant lands develop. These areas complement other private and public open spaces and provide contrast and relief from continuing urban development.

E. Open Space Inventory Summary

Table 6-2 summarizes the acreage included in the open space inventory by ownership and/or functional characteristics.

Table 6.2: Open Space Inventory

<u>Land Classification</u>		<u>Acres</u>	<u>Percent of Inventory</u>
1.	Open Space due to extreme physical features	2,580	29.8
	o Slope Management	810	
	o Prado Basin	920	
	o Geologic Hazard	850	
2.	Managed Resource Production	5,254	60.9
3.	Public Land (Excluding Prado Basin)	438	5.1
	o City Park Land	126	
	o School District Holdings	312	
4.	Other Open Space	<u>366</u>	<u>4.2</u>
Total		8,638	100.0

6.4 THE OPEN SPACE PROGRAM

The Open Space Program indicates the actions which the City of Corona shall implement to achieve its adopted goals and objectives. These activities include programs in four general areas.

A. Recreational Land

1. Authorize and direct the Parks and Recreation Commission to reevaluate all park sites in relation to the Goal Statement and the Standards and Criteria for Open Space included in the Open Space Element.

2. Maintain a capital program for the acquisition of parks and the improvement of existing and newly acquired parks and continually reevaluate and update methods of financing necessary acquisition and improvement including State and Federal Aid, City General Fund, bond issues and fees paid in lieu of park dedication under Subdivision regulations.
3. Establish priorities for acquisition of park sites which support the Development Phasing Program.

B. Watershed and Groundwater

In cooperation with the Riverside County Flood Control and Water Conservation District, develop drainage ways as bicycle trails, hiking trails, equestrian trails and open spaces where this is feasible.

C. Wildlife Habitat

Retain the wildlife habitat in Butterfield Stage Trail Park.

D. Open Space for Managed Resource Production

1. Indicate the desire of the City to enter into Williamson Act Contracts in Development Area 2.
2. Zone Development Area 2 for agricultural use.
3. Modify urban improvement standards in Development Area 2 to support and enhance continuation of the area's rural/agricultural atmosphere.

6.5 STANDARDS AND CRITERIA FOR OPEN SPACE

The following standards, in the form of questions, are guidelines that should be used in the evaluation of areas for open space acquisition and development for public purposes.

A. Safety

1. Is the area or site subject to natural or man made hazards?
2. If surrounding property were to be developed would the relationship between developed property and the open space be undesirable?

3. Is there any indication of earth slippage or subsidence?
4. Is there any indication of geological hazard?
5. Is there any indication that the areas might be subject to erosion?
6. Is there any indication that area is subject to fire due to brush or timber?
7. Is the site near an airport runway or the storage of gas or explosives?

B. Health and Social Welfare

1. Does the area enhance and protect the health and welfare of the public?
2. Does the site provide open space opportunity within the developed sections of the City, especially the older portions built prior to current Quimby Act requirements?
3. Does the proposed site correct deficiencies in park and recreation needs?
4. Does the site or area provide a buffer between incompatible uses?

C. Environmental Balance

1. Will the site or area preserve or protect the environmental quality and/or ecological balance?

(Examples of these areas might be: water recharge areas, stream beds, watershed areas, soil erosion control areas, and lands for sewerage treatment and solid waste disposal.)

D. Unique Site

Is the site one which is unique, "one of a kind" or non-replaceable such as scenic area, historic site, cultural or archaeological site or one with unique geological or natural formations?

E. Recreation Areas

Does the area have potential for recreational activities related to natural resources, such as: water bodies, mountains, hunting, bicycling or hiking?

F. Shaping the City

1. Does the proposed site or area demonstrably shape or improve the urban development by definition?
2. Does the open space encourage more economical or desirable urban development and prevent urban sprawl?

G. Cost

How will the dollar cost as well as social costs be increased if action for acquisition or improvement is postponed?

H. Positive and Negative Values

1. How will the purchase of land affect property tax base of area?
2. How will open space project affect low income or minority groups?

GENERAL PLAN FIGURE 6-1

Open Space

- ◆ CITY PARK OR PLAYGROUND
- P CITY PARK SITE
- SCHOOL SITE
- OTHER OPEN SPACE
- MANAGED RESOURCE PRODUCTION

NORTH / SCALE IN FEET 0 1000

City of Corona



COMMUNITY DESIGN & SCENIC HIGHWAYS

COMMUNITY DESIGN & SCENIC HIGHWAYS GOALS & OBJECTIVES

I. COMMUNITY DESIGN

1. Goal

- To develop a City that is visually attractive, efficiently and effectively organized, and understandable both functionally and psychologically.

2. Objectives

- To reinforce a system of city corridors, areas of interest, and entry points that serve to identify and distinguish Corona.
- To establish a design review process with guidelines that provide a mechanism for evaluating development proposals in relation to General Plan recommendations.

II. SCENIC HIGHWAYS

1. Goal

- To preserve and enhance the visual aspects of the City's circulation system for scenic purposes.

2. Objectives

- To designate scenic highways in accordance with established criteria.
- To develop controls to preserve existing significant visual aspects from future disruption.
- To require developers within areas which impact the visual character of a scenic highway or corridor to address through structural design, site planning, structural placement and landscape design, treatments which will enhance the corridor's image.
- To maintain scenic highways and community identity in accordance with City standards.
- To prevent modifications which adversely affect aesthetic resources.

COMMUNITY DESIGN & SCENIC HIGHWAYS

The Community Design and Scenic Highways Element characterizes the physical appearance of Corona and provides for establishment of highways and corridors for scenic purposes. The Element includes the Community Design Framework which identifies the physical characteristics of the City, and the Scenic Highways Plan that describes the characteristics of urban and rural scenic highways and recommends scenic corridors in the City.

7.1 COMMUNITY DESIGN FRAMEWORK

A. Areas of Analysis

The visual image of Corona is dominated by major natural features including the steep slopes of the Santa Ana Mountains and the Prado Basin. Also, man-made features such as the Riverside Freeway, major highways, significant structures and clusters of structures influence the character of the City's image.

Taken together, these features define the community, and a persons' understanding of the City's physical pattern is derived from the organization and structure of these features. Elements important to this understanding include identification of:

1. Districts: Areas of similar character due to their terrain, land use, functional or social homogeneity.
2. Vistas: Scenes that are associated with particular vantage points which institute the visual image of the City.
3. Activity Centers: Structures or areas that focus the attention to a single place -- generally a significant structure, structural grouping or open area. These are special features which are known throughout the City and/or district in which they are located.
4. Corridors and Pathways: The roadways and pedestrian paths that link focal points with districts and districts with other districts. In Corona, the view of land and development adjacent to the City's roadways is a major component of the City's image.

5. Edge Areas: Edges are linear breaks in continuity between various portions of the City. In Corona, the major edges are the steep slopes surrounding the southern agricultural areas and Freeway 91 passing through the City. Other edges include the water courses, flood control channels, the railroad tracks, and changes in the land use pattern.
6. Entry and Approach Areas: These areas represent the users' initial contact point with Corona. As such, they provide the first impression of image, community pride and quality.

B. Conceptual Community Design Framework

The Conceptual Community Design Framework is a composite of the various networks and systems indicated in item 7.1(A). Major aspects of the Conceptual Community Design include:

1. Districts: The City's seven districts are illustrated in Figure 7-1. They are:
 - a. The Circle: This area is the oldest portion of Corona. Its distinctive elements include the Central Business District, Grand Boulevard and a number of residences built prior to the turn of the century. Corona derives much of its community image from the physical characteristics of this district. The community design framework recommends that the Circle be viewed as an urban village surrounding the Central Business District. Conceptual structuring elements for the urban village are illustrated in Figures 7-2 and 7-3.
 - b. The South Central: This area south of the Riverside Freeway extends to Ontario Avenue. The area includes the majority of Corona's housing stock and has been developed at generally uniform single-family densities. Focal points within the district include public spaces associated with parks and school grounds.
 - c. Ontario South: This area, located south of Ontario Avenue, is devoted largely to agricultural uses. Distinctive elements in the district are the windbreaks and the backdrop of open space created by the gradual rise to the south. As portions of this area develop, efforts should be made to integrate mature Eucalyptus and Palms into proposed plans.



GENERAL PLAN FIGURE 7-1

Design Districts

1. CIRCLE DISTRICT
2. SOUTH CENTRAL DISTRICT
3. ONTARIO SOUTH
4. UPPER DISTRICT
5. PRADO BASIN
6. NORTHERN INDUSTRIAL DISTRICT
7. NORTHERN RESIDENTIAL DISTRICT

City of Corona

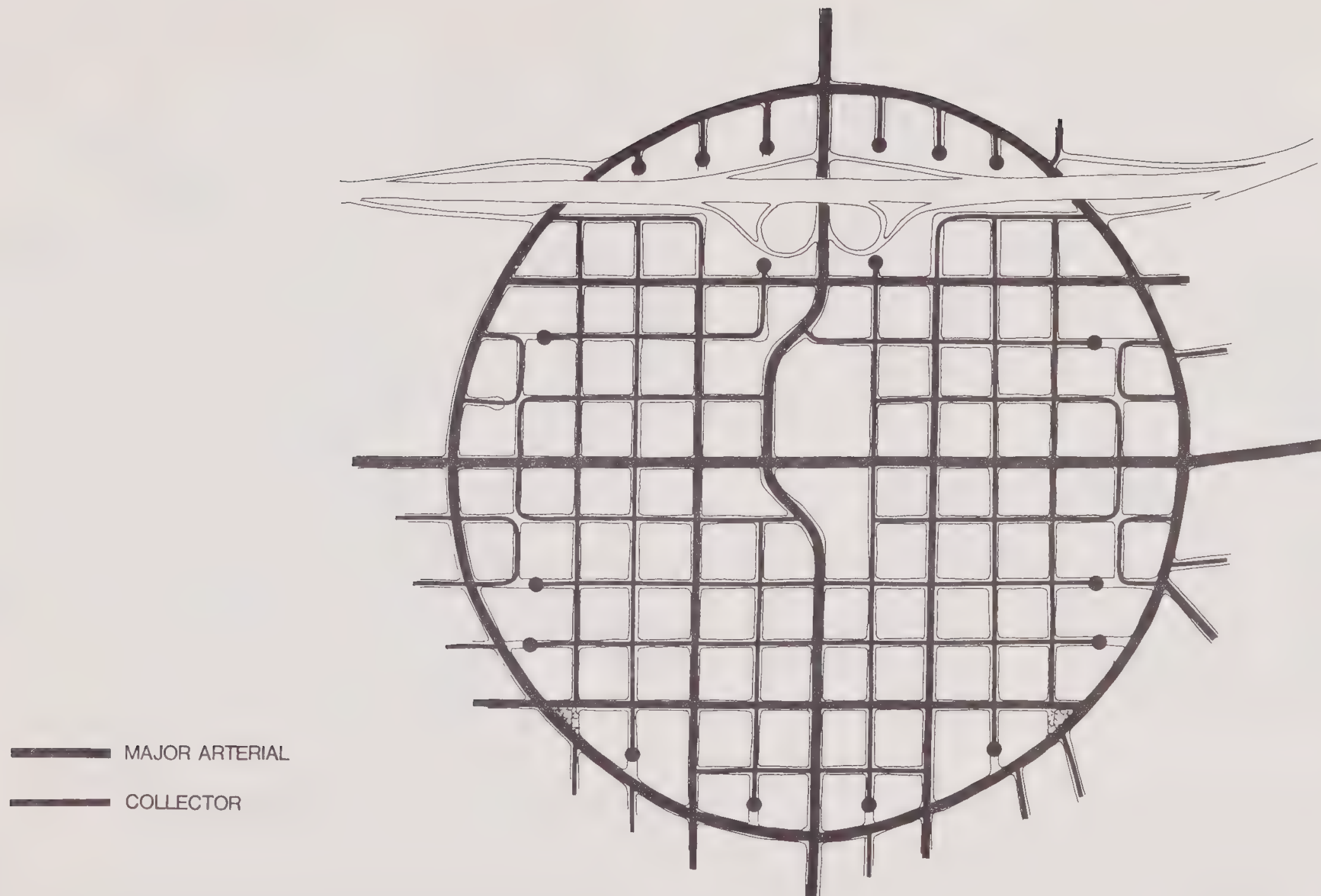


FIGURE 7-2

WILSEY & HAM

CORONA GENERAL PLAN

THE CIRCLE DISTRICT CONCEPTUAL STRUCTURE



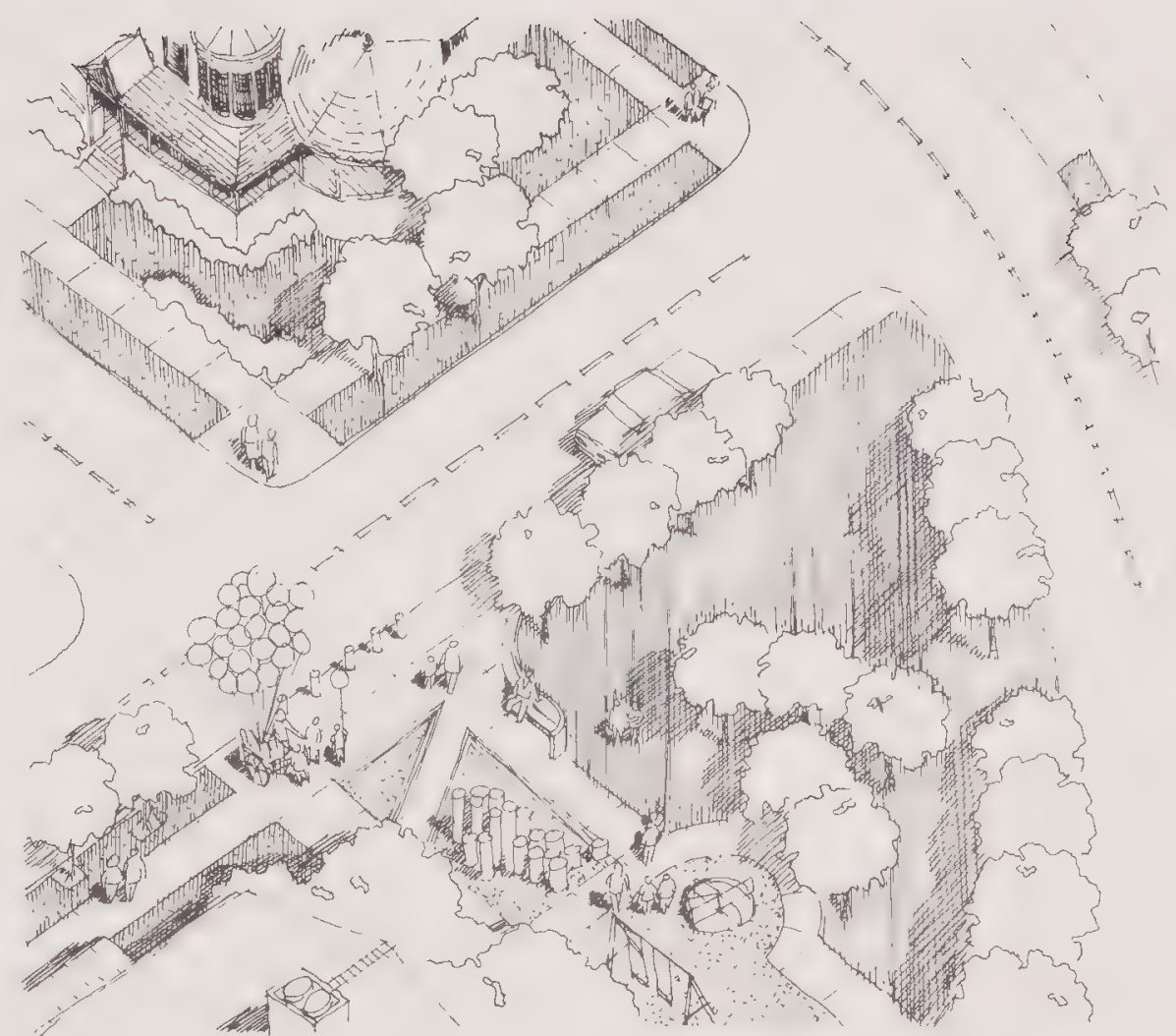
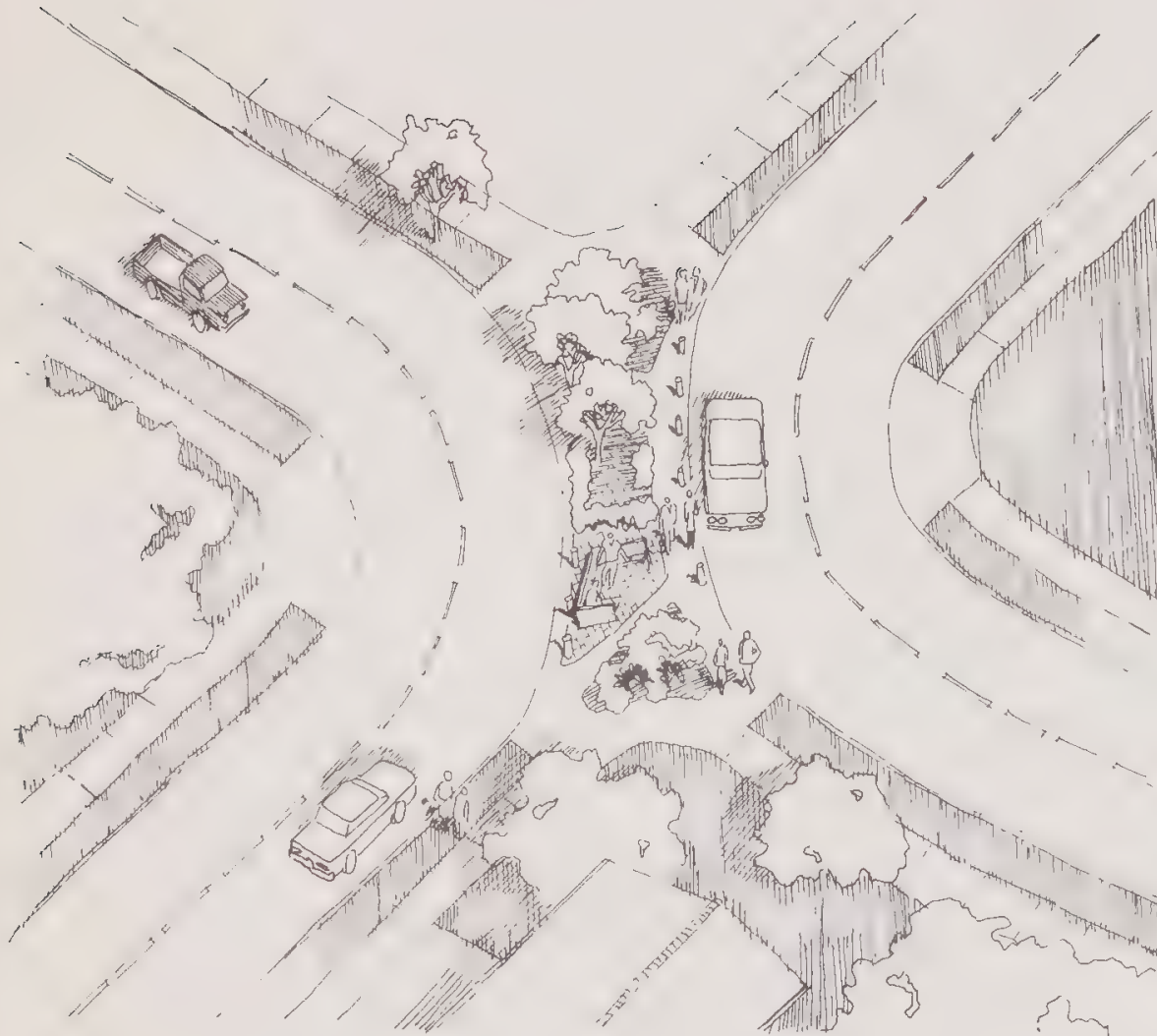


FIGURE 7-3

CONCEPTUAL STRUCTURING ELEMENTS / CIRCLE DISTRICT

One feature included in the Conceptual Structure of the Circle District and the urban village surrounding the Central Business District is a reduction in through traffic on residential streets. The traffic diverter illustrated above can completely alter a traffic path and create continuous pedestrian movement by the simple addition of curbing and landscaping.

By providing a Conceptual Structure to the Circle District that encourages the use of collector and major highways for access and through traffic, existing park space can be expanded through the addition of trees and benches in areas once required for street purposes.

- d. The Upper District: Extending south from Upper Drive this area provides a transition between the Cleveland National Forest and the residential areas to the south. The area is not proposed for urban development until late in the planning period. Thus, this area will continue to form an important transition between the steep slopes of the Santa Ana Mountains and the urbanizing South Central and Ontario South Districts.
 - e. Northern Industrial: This district is comprised of mixture of industrial fabrication, assembly and distribution uses. Focal points include the Sunkist Plant, the Santa Fe Depot, and the modern industrial park type development in the northwest. If this area is to become an attractive industrial center of significant value, attention must be placed on quality property development standards which include underground utilities, significant landscaping, screened open storage and adequate setbacks.
 - f. The Basin: This area includes the Prado Flood Control Basin. Key elements in the area are Butterfield Stage Park, the Prado Dam structure and the indigenous vegetation associated with the basin floor.
 - g. The Northern Residential Districts: These areas border the basin in the northwest and Riverside in the northeast. Portions of the area include steep slopes accenting the residential areas. These slopes should be retained through limitations on residential density and terrain disruption.
2. Vistas: Vistas, when taken together, form the visual image of the City. As indicated in Figure 7-4, vistas in Corona are associated with natural features that dominate the approach to the City and the skyline. Also, the visual features of Grand Boulevard provide unique vistas that characterize the City. Significant vistas recommended for protection in the Conceptual Community Design Framework are:
- a. The Prado Basin views from Highway 71 which encompass the basin on the east and canyon areas on the west;
 - b. The views south to the Santa Ana Mountains from the Highway 71/Riverside Freeway interchange;
 - c. The southern view of the foothills and citrus ranches from major north-south streets south of Ontario Avenue; and
 - d. Grand Boulevard.



3. **Activity Centers:** Strategic points within the City where clustering of civic, governmental, shopping and other activities occur are defined as Activity Centers. In Corona, Activity Centers are located throughout the City and include the Central Business District and its related commercial areas. Other areas or structures that serve to structure community activity include the Civic Center, City parks, school grounds and the City's hospitals.
4. **Corridors and Pathways:** Roads, pedestrian walkways and other channels of movement serve to connect districts to other districts and districts to activity centers. For many, the image of Corona is defined by the view of land and development adjacent to these corridors.

In Corona, the major corridors are the freeways, including their ramps and bridges. Secondary paths connecting the various districts include: Main Street, Sixth Street, and Grand Boulevard. The Scenic Highway Plan composes the other elements of the existing network and is illustrated in Figure 7-7.

The Conceptual Community Design Framework recommends development of specialized landscape treatments along the various streets connecting activity centers and the designated Scenic Highways. Other elements of the corridor system recommended for detail analysis include multiple use of the major drainage channels to create a system of north-south pathways from the foothills of the Cleveland National Forest to Butterfield Stage Park (see Figure 7-5).

5. **Entry and Approach Areas:** The major approach areas to Corona are illustrated in Figure 7-4. These areas provide the initial impression and image of the City from the major arterials and their development should be carefully monitored to insure quality improvement in conformance with applicable property development standards.

C. Methods of Emphasis

The Conceptual Community Design Framework includes the basic structure for a distinctive community. To carry this structure through, the City must be in a position to reinforce the positive aspects of the framework. Methods of emphasis include:

1. **Design overlay zones:** Areas surrounding major activity centers such as the Civic Center, Corona Mall and City Park can be developed with compatible architectural styles, materials, signing and detail through use of design overlay zones. An example of areas within the City where design overlay zones may apply are shown in Figure 7-6.

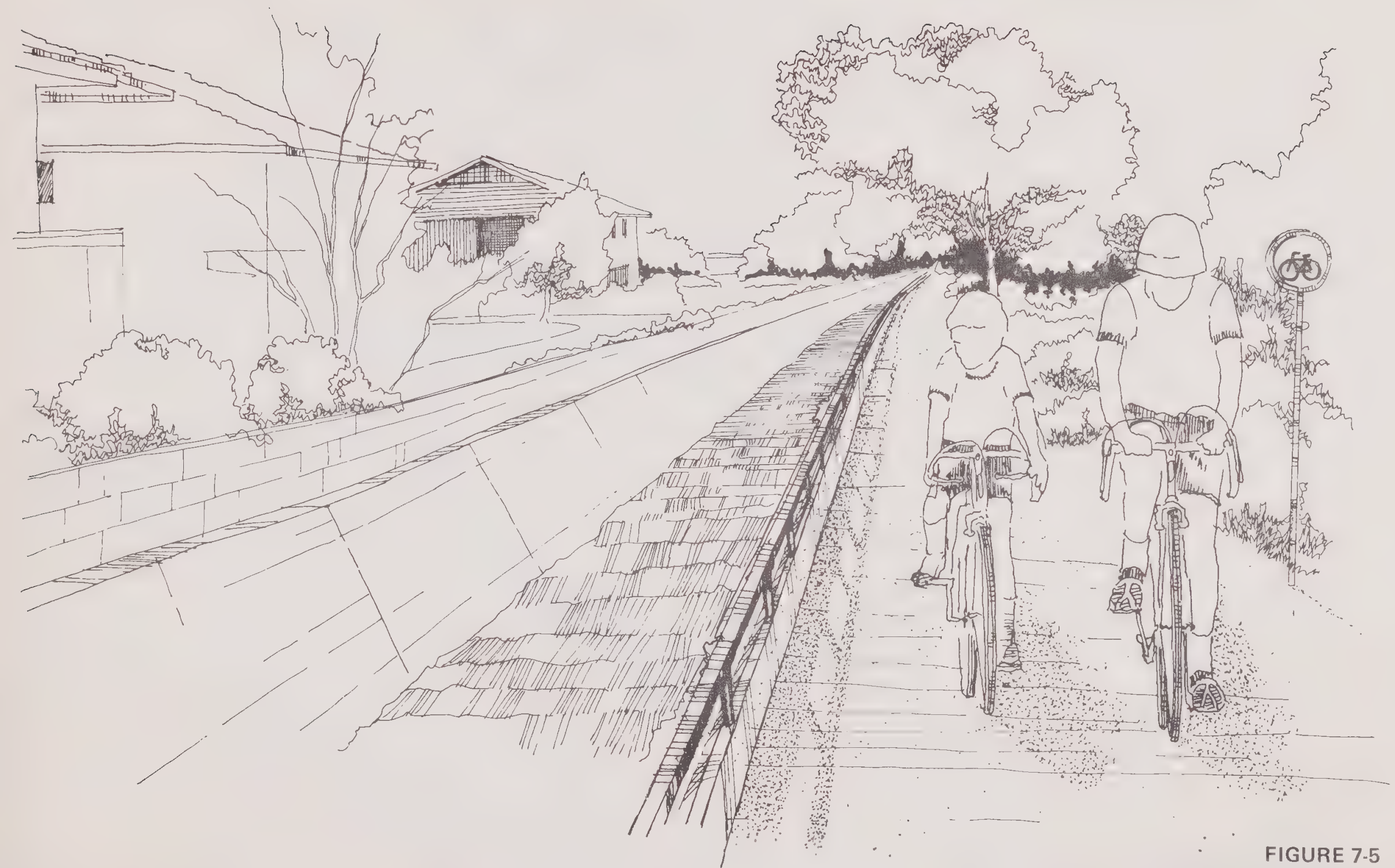
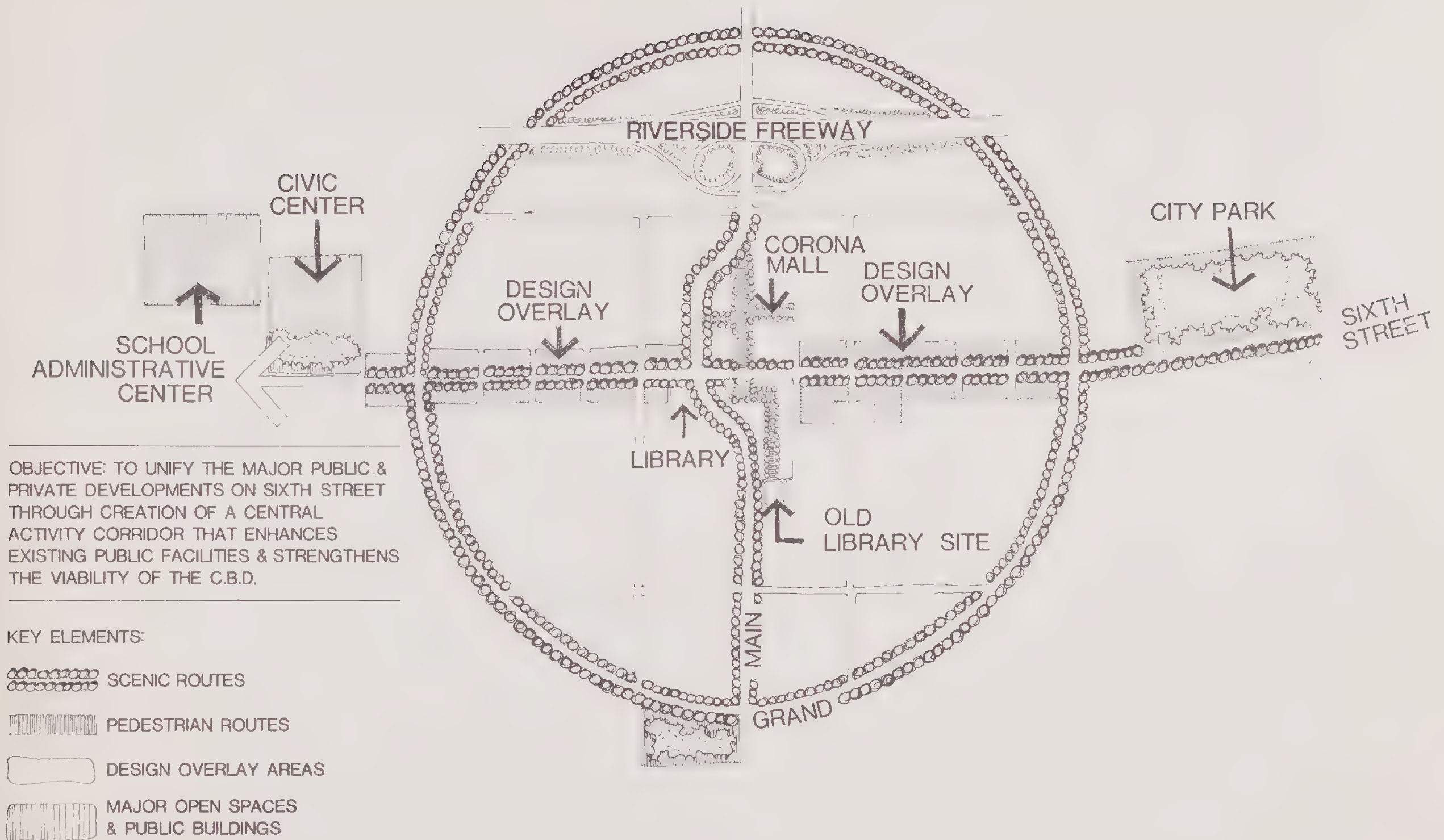


FIGURE 7-5
FLOOD CONTROL CHANNEL - MULTIPLE USE

The Conceptual Design Structure recommends that the multiple use of flood control channel rights-of-way be investigated to determine the practicality of their use for linear parks and pedestrian paths connecting the northern and southern portions of the City.



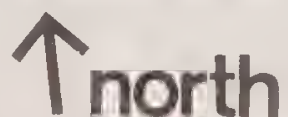
CORONA GENERAL PLAN

THE SIXTH STREET CORRIDOR

FIGURE 7-6

WILSEY & HAM

THE CORONA GENERAL PLAN IS A LONG-TERM PLAN FOR THE CITY OF CORONA, CALIFORNIA. IT IS A STATEMENT OF THE CITY'S VISION FOR THE FUTURE AND A GUIDE FOR THE CITY'S POLICYMAKERS. THE PLAN IS A RESULT OF A COMPREHENSIVE STUDY OF THE CITY'S CURRENT AND FUTURE NEEDS. THE PLAN IS A LIVING DOCUMENT THAT WILL BE UPDATED AS THE CITY'S NEEDS CHANGE.



Within these areas there are significant private structures and/or public investments that should be protected from distracting signs, architectural styles and structural placement.

2. Landscape and Streetscape Programs for major arterials.
3. Preservation of natural landscape features in the areas south of Ontario.
4. Use of Planned Unit Development Zones to encourage a diversity in residential design.

Prior to detailing the conceptual framework incorporated into Figure 7-4, it is recommended that the City continue study of the visual character of Corona on the level of individual neighborhoods.

7.2 SCENIC HIGHWAYS PLAN

The purpose of the Scenic Highways Plan is to provide for the establishment, development, and protection of the City's highways and corridors for scenic purposes.

A. Definitions

The following terms are used in the Scenic Highways Plan:

1. Scenic Corridor: The visible land area outside the highway right-of-way generally described as the view from the road.
2. Rural Designated Scenic Highway: A route that traverses a defined corridor within which natural scenic resources and aesthetic values are protected and enhanced.
3. Urban Designated Scenic Highway: A route that traverses a defined visual corridor which offers an unhindered view of attractive urban scenes.

B. Unique Functions of a Scenic Highway

In Corona, scenic highways provide:

1. Vistas and view for enjoyment of highway users;
2. Visual relief from intense urban development;

3. Connection between Activity Centers such as the central business district, schools, and parks;
4. Community identification and accents to entrance ways and special areas of importance in the City.

C. Evaluation of Scenic Highways and Corridors

1. Criteria for Designation of Scenic Resources: The scenic highway encompasses two elements: First, the highway and its right-of-way; second, the lateral areas extending outward from the scenic highway's right-of-way that complete the visual appearance associated with the highway. The designation of Scenic Highways in Corona is based on the following criteria:
 - a. The highway provides an opportunity for the enjoyment of scenic beauty through natural, cultural, and historical resources;
 - b. The highway is an entrance to the City and possesses significant scenic value;
 - c. The highway may connect scenic resources;
 - d. The highway is designed to safely accommodate traffic.
2. Analysis of Scenic Resources: The City of Corona encompasses a variety of natural and man-made physical features. The central core of the City is developed and urbanized. In contrast, the perimeters of the City remain open.

Topographically, Corona is situated on a gently sloping alluvial plain extending from the Cleveland National Forest north to the Santa Ana River. Adjacent to this area is the Prado Flood Control Basin. The City is surrounded by several mountain ranges including La Sierra Hills, Santa Ana Mountains, and the Chino Hills. These mountain ranges provide the primary backdrop to the local views and vistas.

A unique man-made feature within the City is the tree-lined circular Grand Boulevard.

Other scenic resources seen from City roads include Activity Centers identified in the Conceptual Community Design Framework. These activity centers include: public facilities; cultural facilities; central business district; streets with ornamental landscaping, decorative street treatment, or landscaped medians; private residences; open space and agricultural areas; and areas containing mature or indigenous vegetation.

D. Designation of Scenic Highways

Designated Scenic Highways are illustrated in Figure 7-7. They include:

1. Grand Boulevard Circle,
2. Main Street from Third Street to the Southerly Terminus,
3. Ontario Avenue from Mangular Avenue to State Street,
4. Chase Drive from Mangular Avenue to State Street,
5. Magnolia Avenue from Garretson and Ontario Avenues to Rimpau Avenue.

Implementation of the Scenic Highways Plan will involve development of legislative and administrative techniques centered on the following:

1. Designation of Scenic Highways as an open space use within the open space zoning ordinance to preserve scenic rights-of-way and easements.
2. Maintenance of special features of the City's scenic highway system through the City's street maintenance program.
3. Periodic review and evaluation of established scenic highways and potential scenic resources for Scenic Highway Plan revision.

GENERAL PLAN FIGURE 7-7

Scenic Highways

- SCENIC HIGHWAYS
- SCENIC RURAL CORRIDOR

NORTH / SCALE IN FEET 0 3000

City of Corona



NOISE

NOISE

8.1 INTRODUCTION

A. Background

In 1972, the California State legislature added a noise element as one of nine mandatory elements to be incorporated into the general plans of each City and County in the State.

California Government Code Section 65302 states that a noise element should determine noise levels of existing and proposed transportation facilities. Conclusions must be drawn regarding appropriate site or route selection alternates and noise impact upon "compatible" land uses.

The state law defines a noise element in these terms:

"(g) A noise element in quantitative, numerical terms, shows contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include, but are not limited to, the following:

- (1) Highways and freeways;
- (2) Ground rapid transit systems;
- (3) Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics."

B. Methodology

1. Identify problem noise areas.
2. Collect data of existing and proposed transportation noise sources as provided by the agency constructing and operating the facilities.
3. Review information from published sources regarding effects of noise on people's activities, health, and well-being.

4. Survey noise control regulations from other jurisdictions giving special attention to regulations from jurisdictions with characteristics similar to the local community.
5. Formulate general policy statements responsive to local issues and problems.
6. Prepare standards and criteria relating noise levels to types of use and environmental factors.
7. Establish specific recommendations for implementing the reduction of noise in problem areas.

C. Noise Problem

Noise consists of artificially or naturally produced sounds which are unwanted, disturbing, tiring, and otherwise deleterious to the efficiency and quality of human concentration, effort, or social interaction. Noise is generated from a variety of sources, some of which are listed below:

1. Sources of Noise in the Urban Environment

a. Transportation

- trains
- trucks
- automobiles
- aircraft

b. Industrial

c. Construction

d. Heating, Ventilating, and Air-Conditioning

e. Neighborhood Related Activities

- indoor activities
- outdoor activities
- vehicles
- animals

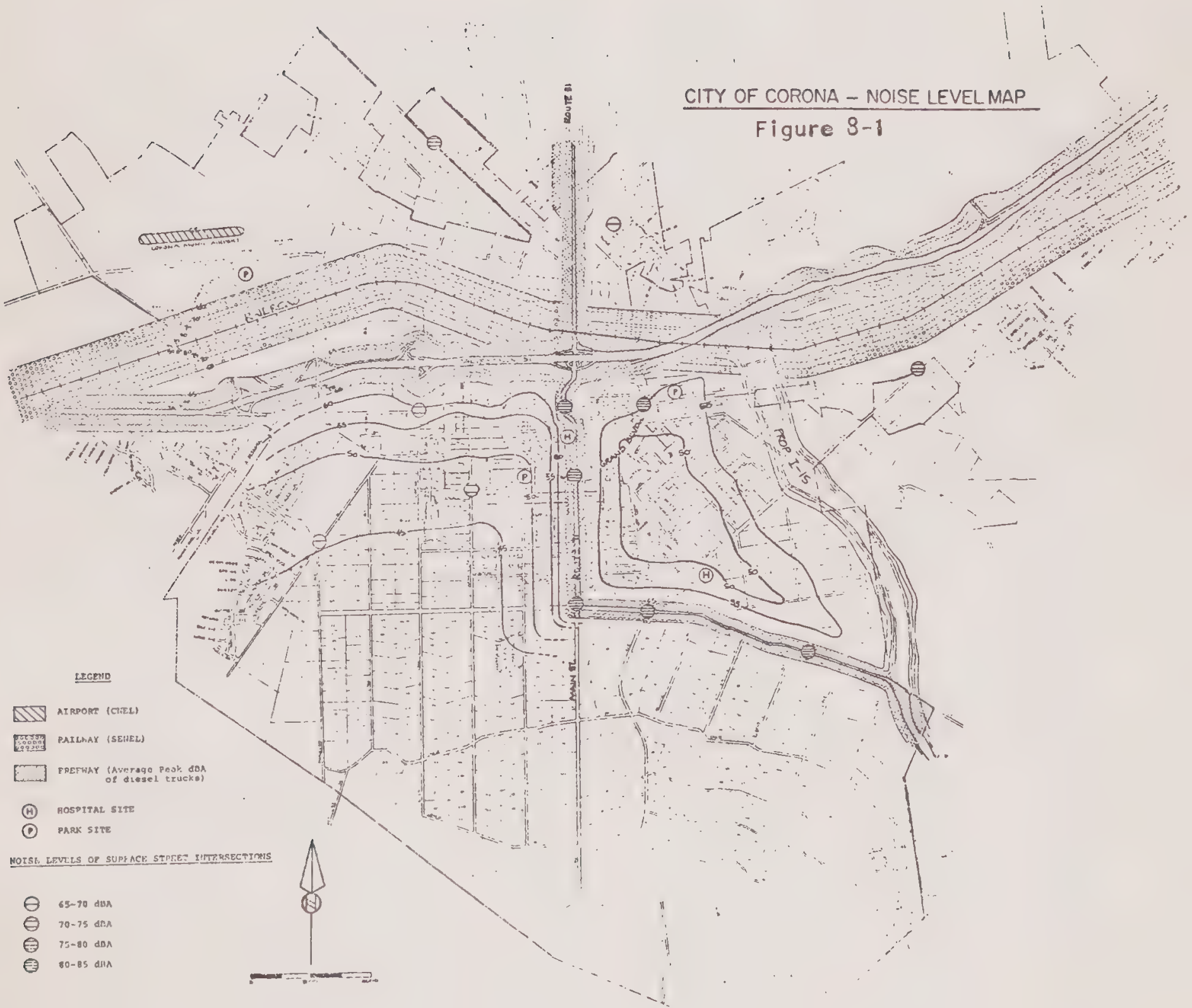
Urban noise levels could reach a dangerous intensity for the health and well being of city dwellers. Although very few areas of the City of Corona are presently exposed to excessively high noise levels over long periods of time, a considerable portion of the City is exposed to some noise disturbance from traffic on City streets, freeways, and the railroad as shown on Figure 8-1 "City of Corona - Noise Level Map."

2. Human Effects of Noise. The effects of noise on man are many and can be placed in four main categories: physiological (physical effect); psychological (emotional effect); sociological (group effect); economical (cost effect).
 - a. Physiological. Exposure to sufficient levels of noise for long periods of time can produce temporary or permanent degradation of hearing. In general, sound levels must exceed 80 dba for sustained periods before hearing loss occurs. The greater or longer the exposure, the greater the potential for hearing loss. Other physical effects of noise may be rapid heart beat, blood vessel constriction, dilation of the pupils, paling of the skin, headaches, muscle tension, nausea, insomnia, and fatigue. If the noise is of sufficient magnitude, the stomach, esophagus, and intestines may be seized by spasms.
 - b. Psychological. Noise can interfere with sleep. Excessive exposure to noise may also cause symptoms of anxiety, anger, vertigo, hallucinations, and, in extreme cases, has even been blamed for homicidal and suicidal tendencies. It has not been scientifically proven, however, that noise is the primary cause of these symptoms.
 - c. Sociological. There are three alternative means of handling noise intrusions:
 - (1) Eliminate the noise problem by shielding or escaping;
 - (2) Remove the noise source;
 - (3) Adapt to the new environment.

Adaptions to the noise intrusions may adversely affect group interrelationships. The intrusion of noise can effect every facet of human existence. The possible adverse effects of man's individual reactions to noise -- his physical and emotional maladies -- may be compounded in the group situation. More importantly, though, noise may threaten the ability to communicate and to comprehend. For example, children who live or attend school near sources of excessive noise can be handicapped, not only in their learning process, but also in their socialization process.

CITY OF CORONA - NOISE LEVEL MAP

Figure 8-1



- d. Economic. The costs of noise are appreciable and include medical care, loss of efficiency and production, reduction of property value, litigation, abatement measures, and increased vacancies.

8.2 SOURCES AND LEVELS OF TRANSPORTATION NOISE

Corona's transportation noise sources can be divided into three categories: airports, railroads, streets and highways. Figure 8-1 shows the noise emission level for various types of transportation vehicles.

A. Aircraft

The City of Corona is exposed to relatively low noise levels from general aviation aircraft, which are based at Corona Municipal Airport. With infrequent exceptions, aircraft using this airport are light recreational aircraft. The Airport is located in the Prado Basin in northwesterly Corona. Development within this basin area is generally pre-empted by the Army Corps of Engineers due to a high flood potential. Thus, existing and projected noise levels will not significantly affect the community.

California Assembly Bill 645, passed in 1969, directed the Department of Aeronautics to develop and adopt noise standards for California airports. These standards would control aircraft engine noise at all airports operating under the auspices of the Department of Aeronautics. A proposed noise standard was developed and subsequently adopted in November, 1970, by the California Aeronautics Board.

The noise standard developed for California airports incorporates a new concept for assessing community noise exposure, the Community Noise Equivalent Level (CNEL). This concept utilizes a time average A-Weighted sound level as an index of cumulative noise exposure in the community. The total noise levels from all aircraft flyovers is averaged over a 24-hour period, then added to the community-wide noise level (exclusive of aircraft noise). A weighting factor of 10:3:1 for night time, evening, and daytime operations, respectively, is used as a consideration to allow for changes in the sensitivity levels of noise during a 24-hour period.

Given this procedure for measuring noise levels, the standard also specifies acceptability criteria. The principal component of these criteria for new airports dictates that residential land use shall be prohibited within areas exposed to aircraft noise exceeding CNEL=65dB. This standard shall become effective after 1986. Existing airports shall be subject to an interim criterion of CNEL=70dBA.

Table 8-1: Aircraft Operations Summary - 1972 Total Daily Operations: - 279.4

<u>Aircraft Type</u>	<u>Runway 26</u>		<u>Runway 8</u>	
	<u>Takeoff</u>	<u>Landing</u>	<u>Takeoff</u>	<u>Landing</u>
Single Engine Gen. Av.	104.8	104.8	11.6	11.6
Twin Engine Gen. Av.	20.97	20.97	2.33	2.33

Table 8-2: Aircraft Operations Summary - 1985 Total Daily Operations: - 602.8

<u>Aircraft Type</u>	<u>Runway 26</u>		<u>Runway 8</u>	
	<u>Takeoff</u>	<u>Landing</u>	<u>Takeoff</u>	<u>Landing</u>
Single Engine Gen. Av.	225.0	225.0	25.7	25.7
Twin Engine Gen. Av.	45.63	45.63	5.07	5.07

In January of 1973, Wyle Laboratories of El Segundo, California, prepared a report for the Department of Airports of Riverside County. This report contained CNEL contours for Corona Municipal Airport. Figures 8-2 and 8-3 depict the 70 CNEL for 1972 and the projected 1985 65 CNEL based on the following Aircraft Operations Summary.

B. Railroad

There is presently one railroad line in the City. This line is operated by the Atchison, Topeka & Santa Fe Railway Company and traverses the City in a general east-west direction as indicated on Figure 8-1 ("City of Corona - Noise Level Map").

Noise from this source must be considered to be relatively intermittent as compared to freeway and highway traffic noise.

Wyle Laboratories have estimated single event noise levels (SENEL) from a typical locomotive train passby. SENEL simply stated is a single event measurement of noise which considers the time interval noise levels within 10 decibels of peak value. As can be seen on Figure 8-1, a 65dBA level would occur at a distance of approximately 1,000 feet. Based on this analysis, Wyle Laboratories predicted noise contours at 5dBA intervals have been shown on the "Noise Levels from Transportation Sources" Map.

It should be noted that these contours assume level grade condition. The fact that train noise is relatively infrequent would tend to mitigate the effect of these levels.

C. Freeway and Highway

In February of 1974, the State Department of Transportation prepared noise contour maps of the Riverside Freeway (Route 91) and State Highways Route 31, and Route 71, as well as theoretical noise levels for Freeway I-15 presently under construction south of the Riverside Freeway.

Contours were plotted at 5dB intervals for mean diesel truck noise levels (see Figure 8-4). Diesel truck noise levels are used because they represent the highest noise levels.

In May, 1974, the State Department of Transportation conducted truck counts along the highway and freeways mentioned above on an hourly basis (see Appendix). Projections for 1995 have also been made as a source for future noise analyses and projections.

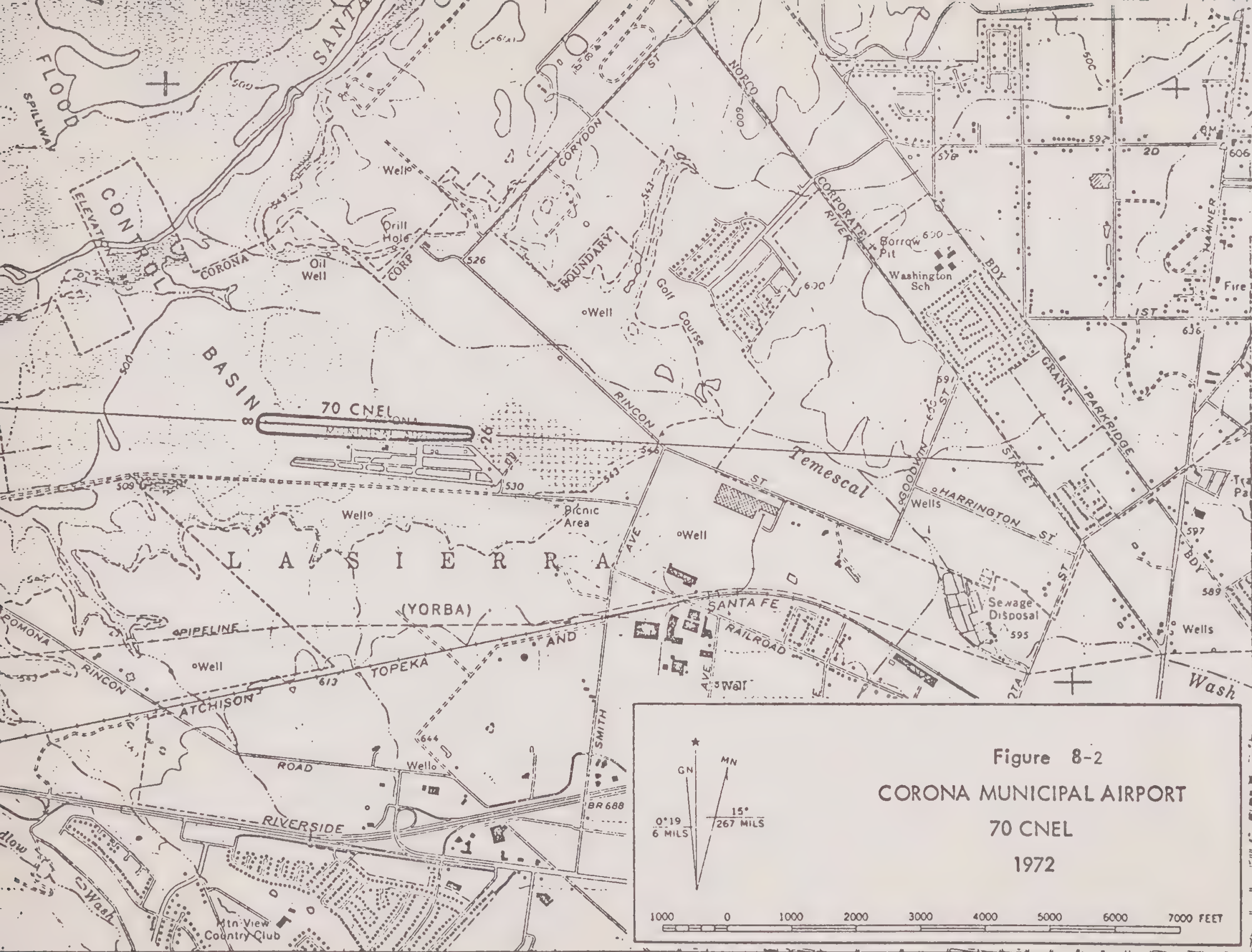


Figure 8-2
CORONA MUNICIPAL AIRPORT
70 CNEI
1972

Source: Wyle Laboratories

Figure 8-4

TYPICAL TRUCK NOISE VERSUS DISTANCE FROM 3 BASIC FREEWAY DESIGNS

MICROPHONE 5 FEET ABOVE GROUND

Test Method No. Calif. 701-A
October 4, 1971

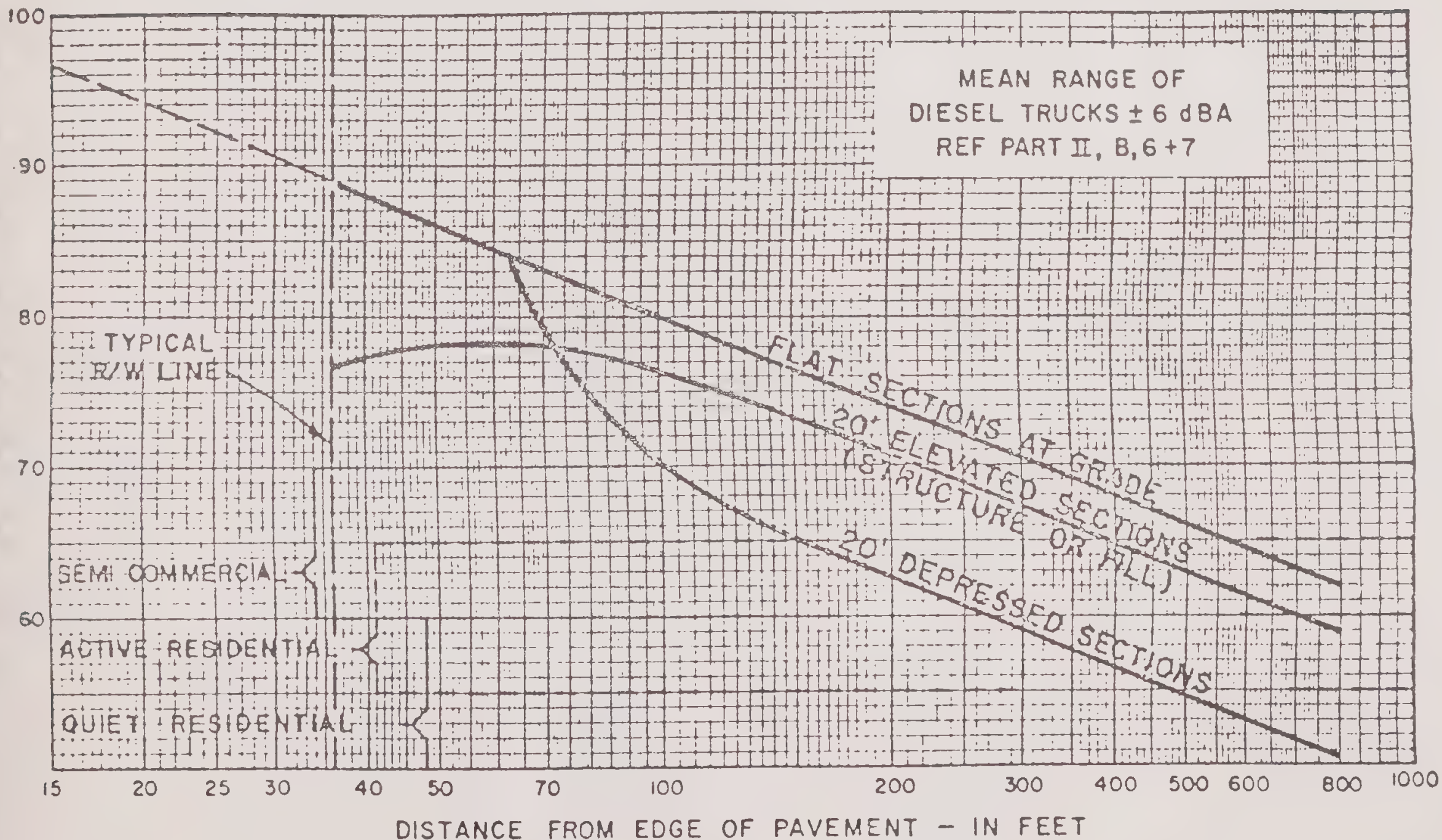


Figure 8-5
NOISE REDUCTION THROUGH
STREET AND HIGHWAY DESIGN

Diesel Truck Noise with Microphone 5' to 6' Above Ground

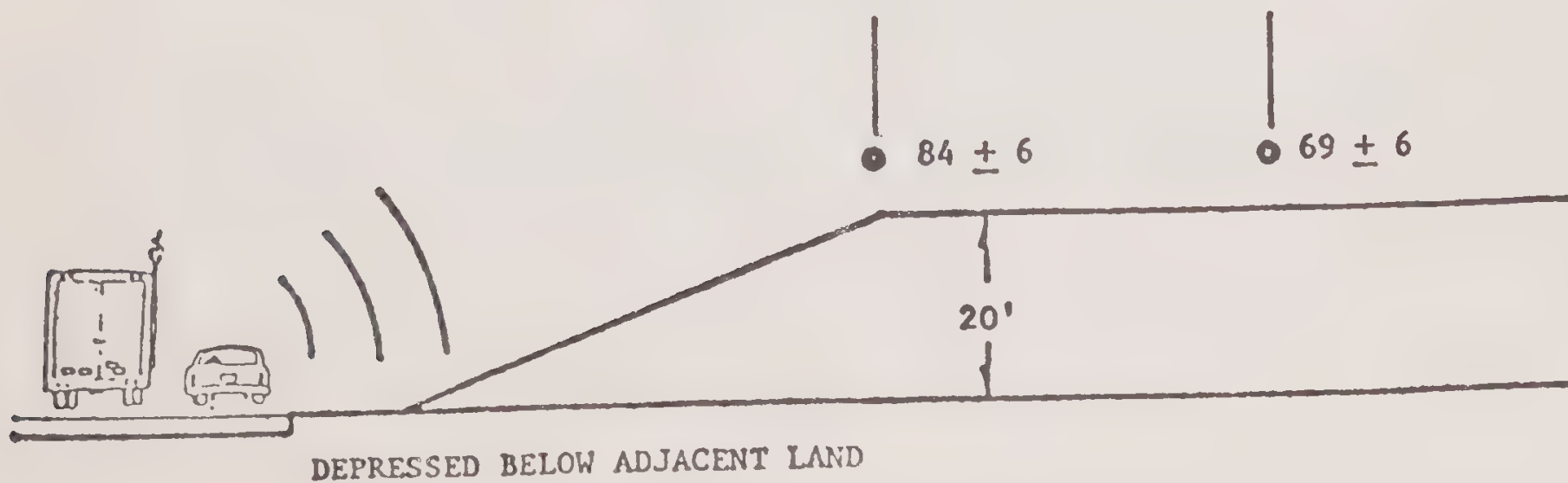
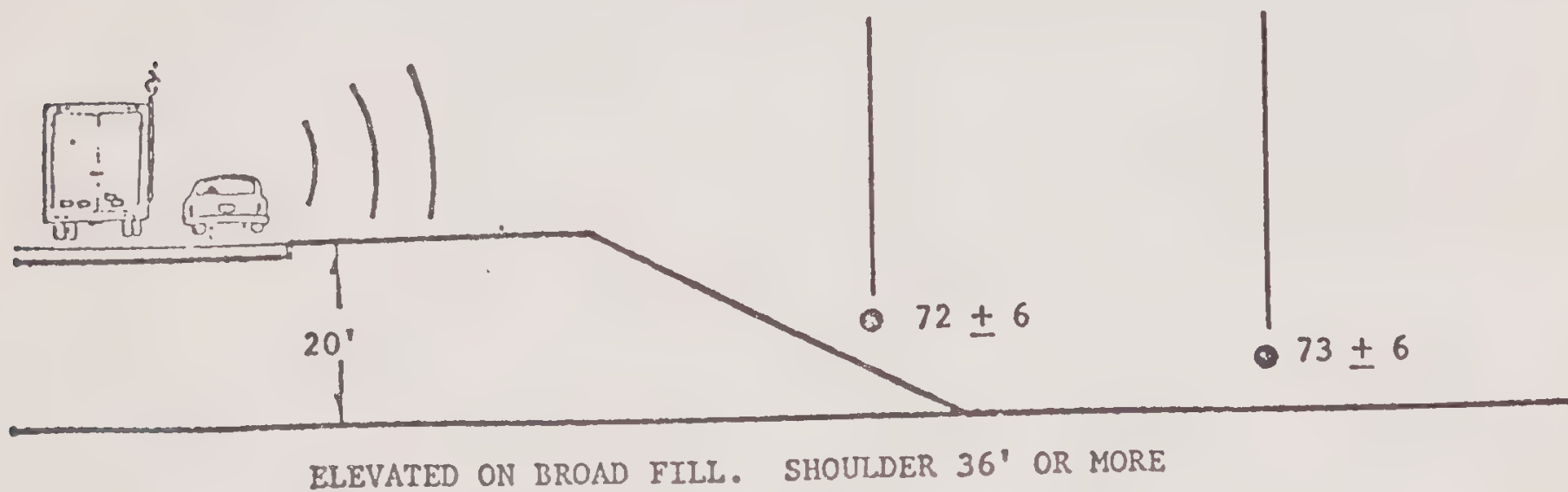
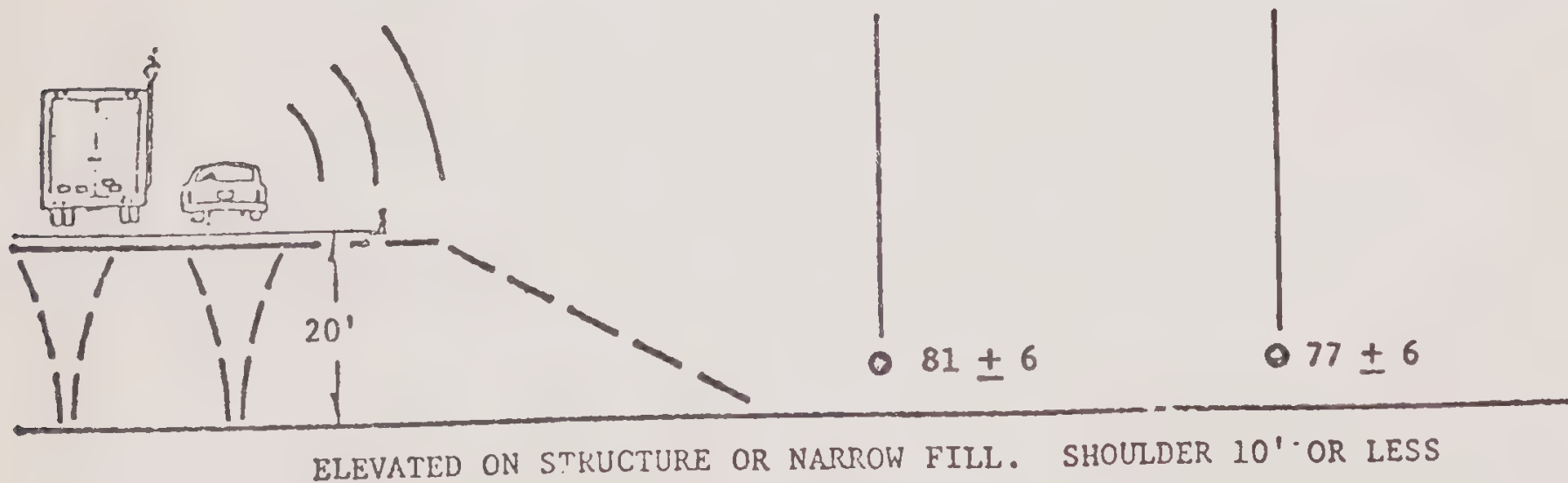
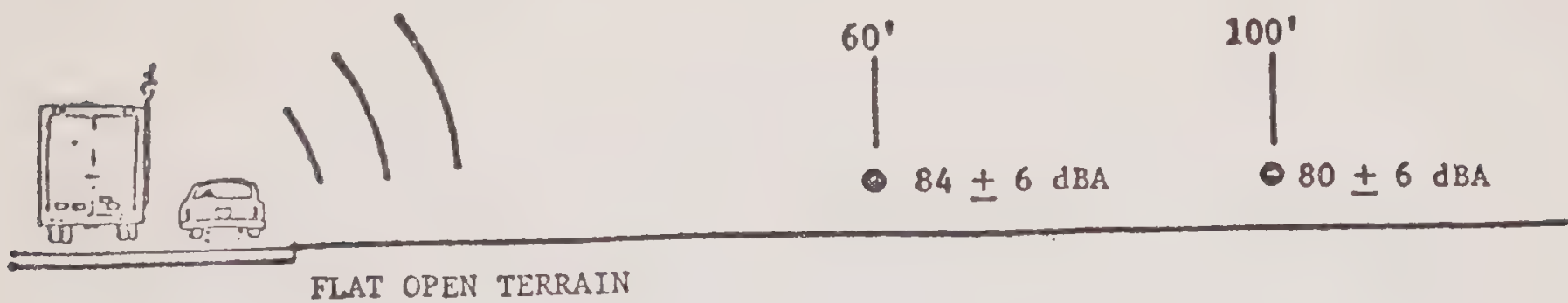
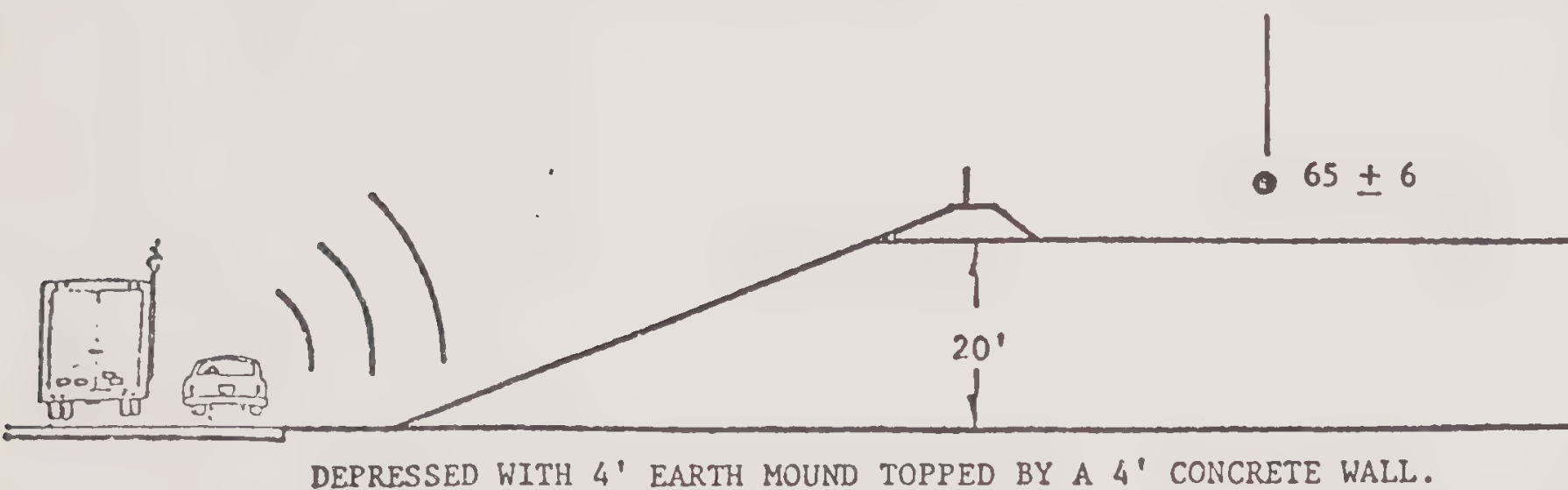
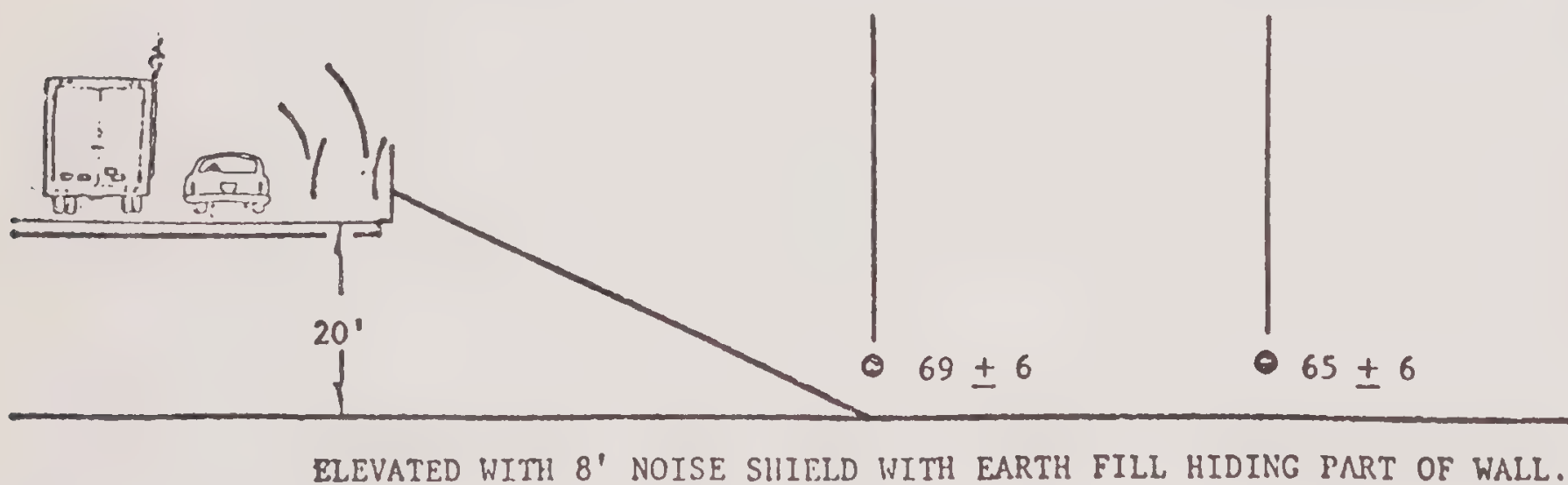
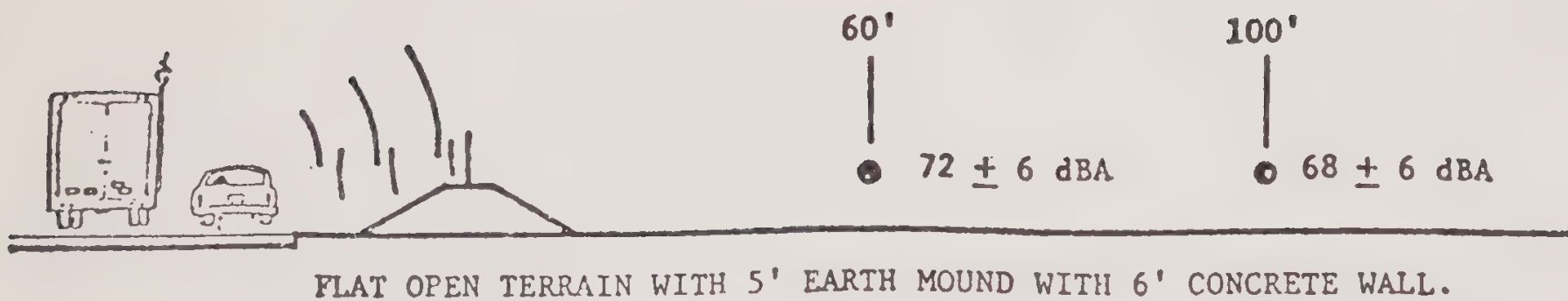


Figure 8-5 Continued



Source: A report to the Assembly Committee on Transportation, Prepared by the Technical Advisory Panel on Motor Vehicle Noise, Entitled "Motor Vehicle Noise", February, 1973.

D. Surface Street Intersections

Noise levels at various street intersections within Corona were measured by City Staff (see Figure 8-1). The purpose of this survey was to determine existing noise levels as a basis for future input concerning transportation and land use planning.

The basic criteria for choosing the intersections measured was to provide examples of noise level data for intersections which fell into the following categories:

1. High volume traffic, commercial and/or residential
2. High volume truck traffic, industrial/commercial
3. Primarily residential
4. Residential

The noise level range shown was derived by taking six readings from each site during the day (8 to 9 a.m. 11 to 12 noon; 4 to 5 p.m.). This was done on two consecutive days and included readings from at least two corners of each intersection. Final noise levels represent the average of average peak level readings for each day.

As shown on the last page of the Appendix, "Building Location and Design," a 30 foot setback from a major street traffic lane would reduce noise to 70dBA consistent with the "Maximum Suggested Noise Standards" (Table 8-3) for residential areas.

8.3 CITY OF CORONA NOISE GOALS

In order to mitigate the effects of noise from the various noise sources identified in the community, the City of Corona establishes the following goals:

- To avoid locating noise generating uses adjacent to land use categories in excess of maximum suggested noise standards (Table 8-3).
- To avoid locating land uses where existing noise levels exceed maximum suggested noise standards (Figure 8-2) as shown on City of Corona - Noise Level Map (Figure 8-1).

Table 8-3: Maximum Suggested Noise Standards

Residential and Leisure Related Areas	
<u>Sound Level dBA</u>	<u>Daily Exposure Time</u>
70	16-24 hours
75	8 hours
80	4 hours
85	2 hours
90	1 hour
95	30 minutes
100	15 minutes
105	8 minutes
110	4 minutes
115	2 minutes

Commercial and Industrial Areas	
<u>Sound Level dBA</u>	<u>Daily Exposure Time</u>
90	8 hours
95	4 hours
100	2 hours
105	1 hour
110	30 minutes
115	15 minutes or less

Source: U.S. Environmental Protection Agency, Publication Number NT10300.15 entitled: "Fundamentals of Noise Measurement, Rating Schemes and Standards."

- To avoid locating noise sensitive facilities -- schools, libraries, hospitals, and parks -- within areas designated in excess of 45dBA as shown on City of Corona - Noise Level Map (Figure 8-1) unless sufficient mitigation measures are proposed.
- To promote increased public awareness concerning the effects of noise.
- To cooperate with Federal, State and County governments in the development and implementation of noise abatement programs.

8.4 IMPLEMENTATION

The following is a list of specific recommendations in mitigation of existing and potential noise problems:

- Periodic review and possible revision of the existing City of Corona noise ordinance to assure compatibility with current State and Federal noise standards.
- Continual efforts to reduce excessive noise sources in the community through a regulation and enforcement program.
- Enforce the Motor Vehicle Code as it applies to excessive noise.
- Consider the development of "Quiet Zones" in special areas of the City where noise levels would be controlled at relatively low maximum levels (e.g., libraries, schools, parks).
- Review traffic flow system to synchronize signalization to mitigate noise from excessive stop-and-go traffic.
- Adopt building code provisions to insure proper residential interior insulation in noise sensitive areas.
- Encourage public and private developers to consider physical distance and noise barriers in relation to noise mitigation (see Appendix).

APPENDIX

Table A-1: Existing and Projected Truck Traffic on Freeways and Highways

Date: 5-6-74 Dist-Co-Rte: 08-Riv-I-15

Description: Rte 71N to Rte 91

<u>Hour</u>	<u>1974 Trucks per Hour</u>	<u>1995 Trucks per Hour</u>
2400	0	0
0100	0	57
0200	0	41
0300	0	111
0400	25	131
0500	0	131
0600	25	258
0700	72	353
0800	146	295
0900	25	168
1000	146	258
1100	25	258
1200	48	278
1300	72	185
1400	72	185
1500	97	242
1600	48	242
1700	25	168
1800	121	295
1900	0	74
2000	48	148
2100	0	74
2200	0	74
2300	25	74

Table A-2: Existing and Projected Truck Traffic on Freeways and Highways

Date: 5-6-74 Dist-Co-Rte: 08-Riv-60

Description: I-15E to I-10

<u>Hour</u>	<u>1974 Trucks per Hour</u>	<u>1995 Trucks per Hour</u>
2400	53	101
0100	84	160
0200	64	122
0300	53	101
0400	34	65
0500	61	116
0600	40	77
0700	90	172
0800	78	149
0900	100	190
1000	76	146
1100	67	128
1200	90	172
1300	83	157
1400	75	143
1500	67	128
1600	78	148
1700	58	110
1800	50	95
1900	39	74
2000	40	77
2100	45	86
2200	65	125
2300	67	128

Table A-3: Existing and Projected Truck Traffic on Freeways and Highways

Date: 5-6-74 Dist-Co-Rte: 08-Riv-71

Description: Rte 15 to Rte 79

<u>Hour</u>	<u>1974 Trucks per Hour</u>	<u>1995 Trucks Per Hour</u>
2400	0	0
0100	0	0
0200	0	0
0300	11	16
0400	11	16
0500	12	16
0600	12	16
0700	0	0
0800	12	16
0900	12	15
1000	24	32
1100	12	15
1200	12	15
1300	12	15
1400	24	32
1500	0	0
1600	0	0
1700	0	0
1800	0	0
1900	11	15
2000	0	0
2100	0	0
2200	0	0
2300	0	0

 Table A-4: Existing and Projected Truck Traffic on Freeways and Highways

Date 5-6-74 Dist-CO-Rte: 08-Riv-74
 Description: Orange Co. Line to Rte 71

<u>Hour</u>	<u>1974 Trucks per Hour</u>	<u>1995 Trucks per Hour</u>
2400	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	10	23
0600	10	23
0700	0	0
0800	10	23
0900	0	0
1000	10	23
1100	20	45
1200	41	91
1300	0	0
1400	30	68
1500	0	0
1600	10	23
1700	10	23
1800	11	23
1900	0	0
2000	0	0
2100	0	0
2200	0	0
2300	0	0

Table A-5: Existing and Projected Truck Traffic on Freeways and Highways

Date 5-6-74 Dist-Co-Rte: 08-Riv-79

Description: Rte 15 to Rte 74

<u>Hour</u>	<u>1974 Trucks per Hour</u>	<u>1995 Trucks per Hour</u>
2400	0	0
0100	0	0
0200	0	0
0300	0	0
0400	0	0
0500	24	58
0600	25	58
0700	0	0
0800	8	19
0900	0	0
1000	8	19
1100	0	0
1200	16	38
1300	25	58
1400	41	96
1500	33	77
1600	8	19
1700	8	19
1800	0	0
1900	8	19
2000	0	0
2100	0	0
2200	0	0
2300	0	0

Table A-6: Existing and Projected Truck Traffic on Freeways and Highways

Date: 5-6-74 Dist-Co-Rte: 08-Riv-91

Description: Orange County Line to Rte 71 (East Junction)

<u>Hour</u>	<u>1974 Trucks per Hour</u>	<u>1995 Trucks per Hour</u>
2400	128	250
0100	117	229
0200	117	229
0300	112	218
0400	133	260
0500	154	302
0600	202	395
0700	293	572
0800	288	562
0900	320	624
1000	368	718
1100	421	822
1200	336	655
1300	368	718
1400	282	551
1500	277	541
1600	288	562
1700	192	374
1800	202	395
1900	155	301
2000	181	353
2100	149	291
2200	112	218
2300	133	260

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